CHAPTER 9 Changes to the Draft EIR

9.1 FORMAT OF TEXT CHANGES

Text changes are intended to clarify or correct information in the DEIR in response to comments received on the document, or as initiated by Lead Agency staff. Revisions are shown in Section 9.2 (Text Changes) below as excerpts from the DEIR text, with a ~~line through~~ deleted text and a double underline beneath inserted text. In order to indicate the location in the DEIR where text has been changed, the reader is referred to the page number of the DEIR.

9.2 TEXT CHANGES

This section includes revisions to text, by DEIR section, that were initiated either by Lead Agency staff or in response to public comments. In addition, there were a fair number of text changes initiated in an effort to achieve editorial consistency throughout the document with respect to how both BECSP and project-specific mitigation measures and code requirements were referenced. Where text changes are identified to rectify this inconsistency, the heading of the text change will show "*[editorial-only change]*." All changes appear in order of their location in the DEIR.

Title page

SCH No. 2011011015
EIR No. 2010-003

Page 1-2, second full paragraph

The proposed mixed-use building along Warner Avenue (Warner Mixed-Use building) would be bound by Warner Avenue to the north, the internal roadway to the east, the existing six-story parking structure to the south, and ~~Sycamore Avenue~~Ash Street to the west. The proposed building would be approximately 89,044 sf, and consist of 3,000 sf of retail uses, 1,000 sf of restaurant uses, 77 residential apartment units (totaling approximately 83,444 sf), and 1,600 sf of residential common area. Parking for these uses would be contained in a new internal two-level, 55-stall parking structure (~~one level below grade, one~~two level~~s~~ above grade), and in the existing parking structure to the south. …

Page 1-3, Section 1.2, second paragraph

The City prepared a Program EIR for the BECSP, and the Final Program EIR was certified by the City of Huntington Beach in December 2009 (State Clearinghouse [SCH] No. 2008071143, City of Huntington Beach EIR No. 08-008). Although this document is organized in such a manner as to be a thorough project-level analysis, where appropriate, information is supplementary to or tiered from the BECSP Program EIR. …

Page 1-5, third full paragraph

All documents incorporated by reference in this EIR are available for review at the City, inclusive of the BECSP EIR.

Page 2-2, first partial paragraph

contained in a new internal two-level, 55-stall parking structure (~~one level below grade, one~~two levels above grade), and in the existing parking structure to the south. …

Page 2-3, Section 2.5, first paragraph

The following significant, unavoidable impacts would result from future developments as permitted under the proposed project. A detailed discussion of these impacts can be found in Section 4.2 (Air Quality) and Section 4.13 (Transportation/Traffic) of this document.

- **Air Quality**
  - > **Project Specific and Cumulative**—Construction of the proposed project would generate emissions that exceed the SCAQMD emission thresholds for ~~PM_{10} and $PM_{2.5}$~~ VOCs.
  - > **Project Specific and Cumulative**—Construction of the proposed project would expose sensitive receptors to substantial pollutant concentrations of PM_{10} and $PM_{2.5}$.

Page 2-3, last paragraph *[editorial-only change]*

Further, CEQA Guidelines Section 15126.6(b) ~~Guidelines~~ states:

> The discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly.

Pages 2-8 through 2-28, Table 2-1

Table 2-1 Summary of Environmental Effects and Code Requirements/Mitigation Measures

Impact(s)	*Level of Significance Prior to Mitigation*	*Mitigation Measure(s) and/or Code Requirements*	*Level of Significance After Mitigation*
…			
Impact 4.2-4 Construction and operation of the proposed project would expose sensitive receptors to ~~substantial~~ pollutant concentrations. During project construction, pollutant concentrations of PM_{10} and $PM_{2.5}$ would exceed LSTs at most identified residential sensitive receptors. This is	PS	**BECSP MM4.2-1 through BECSP MM4.2-11** would also apply. **Project MM4.2-15** Project applicants shall require by contract specifications that ~~all paving be completed as soon as possible to reduce fugitive dust emissions~~ additional waterings (in excess of the three watering per day indicated in MM4.2-5) be applied to all disturbed areas and unpaved roads throughout the demolition and grading phases. **Project MM4.2-16** Project applicants shall require by contract specifications that all paving be completed as soon as possible to reduce fugitive dust emissions.	SU

Table 2-1 Summary of Environmental Effects and Code Requirements/Mitigation Measures			
Impact(s)	*Level of Significance Prior to Mitigation*	*Mitigation Measure(s) and/or Code Requirements*	*Level of Significance After Mitigation*
considered a potentially significant impact. However, during project operation, pollutant concentrations would not exceed LSTs at any of the identified sensitive receptor locations. ~~This would be a potentially significant impact.~~ This is considered a less than significant impact. Implementation of mitigation measures Project MM4.2-15 and Project MM4.2-16 would reduce ~~this impact~~ emissions of PM_{10} and $PM_{2.5}$ during construction, but not to a less than significant level. Therefore, this would be a *significant and unavoidable* impact.			
...			
Impact 4.7 Construction and operation of the proposed project could increase stormwater runoff and alter existing land use such that stormwater pollutant loads or concentrations, including erosion and sediment, are increased. These processes could result in a violation of waste discharge requirements or water quality standards and provide substantial additional sources of polluted runoff. Additionally, increases in stormwater runoff could potentially exceed the capacity of existing or planned stormwater drainage systems, and cause on- or off-site flooding. However, with implementation of mitigation measures, this impact is considered *less than significant*.	LTS	… *Mitigation measure BECSP MM4.7-3 has been modified to reflect the existing and proposed site characteristics, as well as the specific hydrologic conditions of the proposed project site and the ~~Huntington Beach~~Ocean View Channel.* … The City Department of Public Works shall review the Hydrology and Hydraulic Study and determine required corrective action(s) or if a waiver of corrective action is applicable. The site-specific development Applicant shall incorporate required corrective actions into their project design and/or plan. Prior to receiving a Certificate of Occupancy or final inspection, the City Department of Public Works shall ensure that required corrective action has been implemented. **BECSP CR4.7-1** Prior to receiving any grading or building permit, the Applicant for a specific development project shall prepare a Precise Grading and Drainage Plan containing the recommendations of the final Soils and Geotechnical Reports analysis for temporary and permanent groundwater dewatering, as well as for surface drainage.	LTS
...			

Table 2-1 Summary of Environmental Effects and Code Requirements/Mitigation Measures			
Impact(s)	*Level of Significance Prior to Mitigation*	*Mitigation Measure(s) and/or Code Requirements*	*Level of Significance After Mitigation*
Impact 4.11-3 Implementation of the proposed project would not require new or physically altered facilities to accommodate additional students and would be *less than significant*.	LTS	**BECSP CR4.11-~~1~~2** The project Applicant shall pay all applicable development impact fees in effect at the time of building permit issuance to the Ocean View School District to cover additional school services required by the new development. These fees are currently $1.~~37~~60 per square foot (sf) of accessible interior space for any new residential unit and $0.~~22~~26 per sf of covered floor space for new commercial/retail development. **BECSP CR4.11-~~2~~3** The Applicant shall pay all applicable development impact fees in effect at the time of building permit issuance to the Huntington Beach Union High School District to cover additional school services required by the new development. These fees are currently $2.97 per square foot (sf) of accessible interior space for any new residential unit and $0.47 per sf of covered floor space for new commercial/retail development.	LTS
…			
Impact 4.13-1 Under Year 2030 conditions, implementation of the proposed project could conflict with the City's acceptable LOS of service standard of D or better identified in Policy CE 2.1.1 of the General Plan for the performance of the project area roadway system. However, with the incorporation of BECSP mitigation, this would be a *less than significant* impact.	PS	… **BECSP MM4.13-11** For future projects that occur within the Specific Plan area, the project applicant(s) shall make a fair share contribution for the addition of a third westbound through lane to the intersection of Beach Boulevard at Edinger Avenue. Implementation of this improvement would require Caltrans approval. **BECSP MM4.13-12** For future projects that occur within the Specific Plan area, the project applicant(s) shall make a fair share contribution for the ~~conversion~~addition of a separate ~~wes~~outhbound right-turn lane to ~~a de facto right turn lane at~~ the intersection of ~~Newland Street~~Beach Boulevard at ~~Warner~~Bolsa Avenue. Implementation of this improvement would require Caltrans approval. **BECSP MM4.13-13** For future projects that occur within the Specific Plan area, the project applicant(s) shall make a fair share contribution for the addition of a ~~third~~second westbound ~~through~~left-turn lane to the intersection of ~~Newland Street~~Beach Boulevard at ~~Warner~~Talbert Avenue. Implementation of this improvement would require Caltrans approval. **BECSP MM4.13-14** For future projects that occur within the Specific Plan area, the project applicant(s) shall make a fair share contribution for the addition of a de facto westbound right-turn lane to the intersection of Beach Boulevard at Talbert Avenue. Implementation of this improvement would require Caltrans approval. **BECSP MM4.13-15** For future projects that occur within the Specific Plan area, the project applicant(s) shall make a fair share contribution for the conversion of a separate westbound right-turn lane to a de facto right-turn lane at the intersection of Newland Street at Warner Avenue. **BECSP MM4.13-16** For future projects that occur within the Specific Plan area, the project applicant(s) shall make a fair share contribution for the addition of a third westbound through	LTS

Table 2-1 Summary of Environmental Effects and Code Requirements/Mitigation Measures			
Impact(s)	*Level of Significance Prior to Mitigation*	*Mitigation Measure(s) and/or Code Requirements*	*Level of Significance After Mitigation*
		lane to the intersection of Newland Street at Warner Avenue. **BECSP MM4.13-17** For future projects that occur within the Specific Plan area, the project applicant(s) shall make a fair share contribution for the addition of a separate southbound right-turn lane to the intersection of Beach Boulevard at ~~Bolsa~~McFadden Avenue. Implementation of this improvement would require Caltrans ~~approval.~~and City of Westminster approvals. **BECSP MM4.13-18** For future projects that occur within the Specific Plan area, the project applicant(s) shall make a fair share contribution for the addition of a separate northbound right-turn lane to the intersection of Beach Boulevard at McFadden Avenue. Implementation of this improvement would require Caltrans and City of Westminster approvals.	
Impact 4.13-2 Under existing year 2008 conditions, implementation of the proposed project would not conflict with the City's acceptable LOS standard of D or better identified in Policy CE 2.1.1 of the General Plan for the performance of the project area roadway system. This impact is considered less than significant.	LTS	No mitigation is required.	LTS
Impact 4.13-~~2~~3 Construction of the proposed project would not cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system. This impact is considered *less than significant*.	LTS	**BECSP MM4.2-8**, **BECSP MM4.2-9**, and **BECSP MM4.2-10** as included in Section 4.2 [~~(~~(Air Quality]~~))~~] would also apply.	LTS
Impact 4.13-~~3~~4 Implementation of the proposed project would not conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways. This would be a *less than significant* impact.	LTS	No mitigation is required.	LTS

Table 2-1 Summary of Environmental Effects and Code Requirements/Mitigation Measures			
Impact(s)	*Level of Significance Prior to Mitigation*	*Mitigation Measure(s) and/or Code Requirements*	*Level of Significance After Mitigation*
Impact 4.13-4~~5~~5 Implementation of the proposed project would not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment) with the implementation of code requirements. This would be a *less than significant* impact	LTS	No mitigation is required.	LTS
Impact 4.13-~~5~~6 Implementation of the proposed project would not result in inadequate emergency access. This would be a *less than significant* impact.	LTS	No mitigation is required.	LTS
Impact 4.13-~~6~~7 Implementation of the proposed project would not result in inadequate parking capacity. This would be a *less than significant* impact.	LTS	No mitigation is required.	LTS
Impact 4.13-~~7~~8 Implementation of the proposed project would not conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks). This would be a *less than significant* impact.	LTS	No mitigation is required.	LTS
…			
Impact 4.14-4 Implementation of the proposed project would require new sewer connections, and could require or result in the construction of new or expanded wastewater conveyance systems. With implementation of code requirements BECSP CR4.14-3~~ and ~~, BECSP CR4.14-4, ~~as well as project code requirement~~and Project CR4.14-5, this impact would	PS	**BECSP CR4.14-3** Prior to issuance of a Precise Grading or Building Permit, the Applicants shall prepare a sewer analysis and submit it to the Department of Public Works for review and approval. Data from a 14-day or longer flow test shall be included in the analysis. This analysis shall specifically identify constraints and system deficiencies, including requirements for new connections or upgrades to existing stubout connections, associated with development of the proposed project. In addition, OCSD shall confirm that there is capacity in the existing main and trunk sewer lines serving the proposed project. …	LTS

Table 2-1 Summary of Environmental Effects and Code Requirements/Mitigation Measures			
Impact(s)	*Level of Significance Prior to Mitigation*	*Mitigation Measure(s) and/or Code Requirements*	*Level of Significance After Mitigation*
be reduced to a *less than significant* level~~s~~.			
…			
~~**Impact 4.15** Implementation of the proposed project would contribute to greenhouse gas emissions in the state of California. However, with implementation of mitigation, this impact is considered *less than significant*.~~ **Impact 4.15-1** Implementation of the proposed project would generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. This is considered a potentially significant impact; however, implementation of mitigation would reduce this impact to a *less than significant* level.	~~LTS~~ PS	**BECSP MM4.2-1 through MM4.2-14, Project MM4.2-15, and Project MM4.2-16** would also apply. **BECSP MM4.15-1** The City shall require by contract specifications that all diesel-powered equipment used would be retrofitted with after-treatment products (e.g., engine catalysts and other technologies available at the time construction commences) to the extent that they are readily available and cost effective when construction activities commence. Contract specifications shall be included in the proposed project construction documents, which shall be approved by the City of Huntington Beach. **BECSP MM4.15-2** The City shall require by contract specifications that alternative fuel construction equipment (i.e., compressed natural gas, liquid petroleum gas, and unleaded gasoline) would be utilized to the extent feasible at the time construction activities commence. Contract specifications shall be included in the proposed project construction documents, which shall be approved by the City of Huntington Beach. **BECSP MM4.15-3** The City shall require that developers within the project site use locally available building materials, such as concrete, stucco, and interior finishes, for construction of the project and associated infrastructure. **BECSP MM4.15-4** The City shall require developers within the project site to establish a construction management plan with Rainbow Disposal to divert a target of 50 percent of construction, demolition, and site clearing waste. **BECSP MM4.15-5** The City shall require by contract specifications that construction equipment engines will be maintained in good condition and in proper tune per manufacturer's specification for the duration of construction. Contract specifications shall be included in the proposed project construction documents, which shall be approved by the City of Huntington Beach. **BECSP MM4.15-6** The City shall require by contract specifications that construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than five minutes. Diesel-fueled commercial motor vehicles with gross vehicular weight ratings of greater than 10,000 pounds shall be turned off when not in use for more than five minutes. Contract specifications shall be included in the proposed project construction documents, which shall be approved by the City of Huntington Beach. **BECSP MM4.15-7** The City shall require that any new development within the Specific Plan area provide signs within loading dock areas clearly visible to truck drivers. These signs shall state that trucks cannot idle in excess of five minutes per	LTS

Table 2-1 Summary of Environmental Effects and Code Requirements/Mitigation Measures			
Impact(s)	*Level of Significance Prior to Mitigation*	*Mitigation Measure(s) and/or Code Requirements*	*Level of Significance After Mitigation*
		trip. **BECSP MM4.15-8** The City shall require by contract specifications that electrical outlets are included in the building design of future loading docks to allow use by refrigerated delivery trucks. Future project-specific Applicants shall require that all delivery trucks do not idle for more than five minutes. If loading and/or unloading of perishable goods would occur for more than five minutes, and continual refrigeration is required, all refrigerated delivery trucks shall use the electrical outlets to continue powering the truck refrigeration units when the delivery truck engine is turned off. **BECSP MM4.15-9** The City shall require that any new development within the project site provide a bulletin board or kiosk in the lobby of each proposed structure that identifies the locations and schedules of nearby transit opportunities.	
Impact 4.15-2 Implementation of the proposed project would potentially conflict with the goals and policies of the AB 32 Scoping Plan. This is considered a potentially significant impact; however, implementation of mitigation would reduce this impact to a *less than significant* level.	PS	**BECSP MM4.2-1 through MM4.2-14, Project MM4.2-15, Project MM4.2-16, and BECSP MM4.15-1 through MM4.15-9** would also apply.	LTS
...			

Page 3-6, last paragraph

Under the proposed project, a mixed-use building would be constructed on Warner Avenue (Warner Mixed-Use building) and would be bound to the north by Warner Avenue, to the east by the realigned internal roadway, to the south by the existing six-story parking structure, and to the west by Sycamore Avenue. … Parking for these uses would be contained in a new internal two-level, 55-stall parking structure (~~one-level below grade, one~~two levels above grade), and in the existing parking structure to the south. …

Page 3-10, first full paragraph

Parking for the Warner Mixed-Use building would be provided in a new internal two-level, 55-stall parking structure (~~one level below grade, one~~two levels above grade). …

Page 3-13, Section 3.4 (Intended Uses of This EIR) *[editorial-only change]*

This environmental impact report (EIR) is a Project EIR, as defined in CEQA Guidelines Section 15161, and analyzes the impacts of the Beach and Warner Mixed-Use project. …

Pages 3-15 to 3-16, Table 3-5

Table 3-5 Cumulative Projects

No.	Project Name	Major Project Features	Project Status
Beach and Edinger Specific Plan Cumulative Projects, BECSP EIR Table 3-2			
Refer to BECSP EIR Table 3-2 (Cumulative Projects), which includes a list of projects identified by the City and neighboring jurisdictions, as well as build-out of the General Plan, that was used to determine the cumulative effects of build-out of the BECSP. As the proposed project was analyzed as part of the build-out of the BECSP in the BECSP EIR, and as the project EIR has been tiered from the BECSP EIR, the cumulative impact analysis provided in the BECSP EIR would also apply to this EIR. This is disclosed under the Cumulative Impacts heading of each section in this EIR.			
Projects Located within 1 Mile of Project Site			
…			
Projects Located Further Than 1 Mile from Project Site			
…			
12	The Village at Bella Terra/The Revised Village at Bella Terra	General Plan Amendment and Zoning Text Amendment to increase the maximum development density, establish mixed-use zoning, and create mixed-use development standards in Specific Plan No. 13, located between Edinger Avenue and Center Avenue, just west of the existing Bella Terra mall. The General Plan amendment currently allows a maximum of 713 dwelling units and 138,085 sf of commercial uses. ~~The City approved a mixed-use project with 468 dwelling units and 30,000 sf of commercial uses, as well as a 154,113 sf Costco, including an ancillary tire sales/installation center and gas station.~~	An Environmental Impact Report has been certified ~~for the~~. A site plan has been approved ~~The Village at Bella Terra project. An Addendum to this was approved for The Revised Village at Bella Terra project.~~for 467 residential units, a Costco, and other commercial space.
…			
16	Senior Center	Construction of a new 45,000 sf senior center and associated parking at southwest corner of Goldenwest Street and Talbert Avenue.	~~Entitlements have been approved.~~A CUP was approved for this project but a Subsequent EIR, General Plan Amendment and revised CUP are being processed.
…			
18	The Boardwalk	A mixed-use project at the northeast corner of Gothard Street and Center Avenue consisting of 487 apartment units, 14,500 sf of commercial uses, private recreational area, and 0.5 acre of public open space.	The project has been approved.
19	Downtown Specific Plan Update	An update to the existing Downtown Specific Plan to reconfigure eleven existing districts into seven new districts, revise development standards, provide recommendations related to streetscape, public amenities, circulation and mobility, amend the Downtown Parking Master Plan, and create a Design Guidelines document for all development in the downtown area.	The plan update has been approved.

Table 3-5 Cumulative Projects

No.	Project Name	Major Project Features	Project Status
20	Circulation Element Update	The Circulation Element Update includes two technical components; the development of an updated local area transportation model and application of the new model for analyzing and developing recommendations for updated sections of the Circulation Element.	In progress

SOURCE: ~~City of Huntington Beach.~~ Mary Beth Broeren, ~~Mary Beth Broeren,~~ City of Huntington Beach (October 22, 2008~~.~~, ~~U~~updated December 18, 2008, and April 7, 2009~~.~~, ~~C~~confirmed current by Rosemary Medel, November 2010~~.~~): City of Huntington Beach, Major Projects and Application Process, http://www.Huntingtonbeachca.gov/government/departments/Planning/major/ (accessed on August 23, 2011).

Page 3-16, Section 3-7 (References)

Broeren, Mary Beth. Written communication from City of Huntington Beach, October 22, 2008, updated December 18, 2008, and April 7, 2009, confirmed current by Rosemary Medel, November 2010.

Decron Properties. Construction Scenario and Ingress/Egress. *Beach and Warner Site Studies, Huntington Beach, California*, August 27, 2010.

Huntington Beach, City of. *Beach and Edinger Corridors Specific Plan*, March 2010.

———. Huntington Beach Zoning and Subdivision Ordinance, n.d.

———. Land Use Designation Map. *City of Huntington Beach General Plan*. Information Services Department, HB GIS revised April 2010.

———. Land Use Element. Community Development Chapter. *City of Huntington Beach General Plan*, 1996.

———. Major Projects and Application Process. http://www.Huntingtonbeachca.gov/government/departments/Planning/major/ (accessed on August 23, 2011).

———. Zoning Designations Map. Information Services Department, HB GIS revised April 2010.

Studio One Eleven. Project Narrative Memorandum for EIR Analysis for Decron Properties Site, June 30, 2010.

Page 4.2-7, third paragraph

The SCAQMD divides the Basin into thirty-eight source receptor areas (SRAs) in which thirty-two monitoring stations operate to monitor the various concentrations of air pollutants in the region. The City of Huntington Beach is located within SRA 18, which covers the Northern Coastal Orange County area. The Costa Mesa-Mesa Verde Drive monitoring station is the nearest monitoring station to the project site, and is approximately ~~seven~~ 7 miles to the east of the proposed project site. This station currently monitors emission levels of O_3, CO, NO_2, and SO_2 but does not monitor the pollutant levels of PM_{10} and $PM_{2.5}$. The Anaheim-Pampas Lane monitoring station in SRA 17 was utilized for PM_{10} and $PM_{2.5}$ levels located approximately 10 miles northeast of the project site. The SCAQMD has not verified air quality data collected past 200~~8~~9 as of the preparation of this EIR; therefore, data from 200~~6~~7 to 200~~8~~9 are presented below.

According to the air quality data shown in Table 4.2-1 (Summary of Ambient Air Quality in the Project Vicinity), the national and state 1-hour O_3 standard has not been exceeded ~~over~~ between 200~~6~~7 and 200~~8~~9 in SRA 18. The national 8-hour O_3 standard was exceeded on three days between 200~~6~~7 and 200~~8~~9. No national or state standards for CO, NO_2, or SO_2 have been exceeded during that time within

SRA 18. State PM_{10} levels were found to be above the threshold ~~fifteen~~nine times and federal levels for $PM_{2.5}$ exceeded thresholds levels established by the USEPA approximately thirty ~~five~~one times between 200~~6~~7 and 200~~8~~9.

Pages 4.2-8 to 4.2-9, Table 4.2-1

Table 4.2-1 Summary of Ambient Air Quality in the Project Vicinity

Pollutant/Standard	*Number of Days Standards Were Exceeded and Maximum Ambient Concentrations During Such Violations*					
	200~~6~~7		*200~~7~~8*		*200~~8~~9*	
Ozone						
State 1-Hour ≥ 0.09 ppm	0	days	0	days	0	days
Max. 1-Hour Conc. (ppm)	0.~~07~~082	ppm	0.~~08~~2094	ppm	0.~~09~~4087	ppm
State 8-Hour > 0.070 ppm	~~0~~2	days	~~2~~15	days	~~15~~3	days
Federal 8-Hour > 0.075 ppm[a]	0	days	~~0~~3	days	~~3~~0	days
Max. 8-Hour Conc. (ppm)	0.~~06~~4072	ppm	0.~~07~~2079	ppm	0.~~07~~9075	ppm
Carbon Monoxide						
State 1-Hour > 20.0 ppm	0	days	0	days	0	days
Federal 1-Hour ≥ 35.0 ppm	0	days	0	days	0	days
Max 1-Hour Conc. (ppm)	~~4~~5	ppm	~~5~~3	ppm	3	ppm
State 8-Hour > 9.0 ppm	0	days	0	days	0	days
Federal 8-Hour ≥ 9. ppm	0	days	0	days	0	days
Max. 8-Hour Conc. (ppm)	3.1	ppm	~~3.1~~2	ppm	2.2	ppm
Nitrogen Dioxide						
State 1-Hour ≥ 0.18 ppm	0	days	0	days	0	days
Federal 1-Hour ≥ 0.10 ppm	0	days	0	days	0	days
Max. 1-Hour Conc. (ppm)	0.~~05~~07	ppm	0.~~07~~08	ppm	0.~~08~~07	ppm
State Annual ≥ 0.030 ppm	0	days	0	days	0	days
Federal Annual ≥ 0.053 ppm	0	days	0	days	0	days
Max. Annual Conc. (ppm)	0.~~0145~~01320	ppm	0.0132~~0~~	ppm	0.0132~~0~~	ppm
Sulfur Dioxide						
State 1-hour ≥ 0.25 ppm	0	days	0	days	0	days
Max 1-Hour Conc. (ppm)	0.01	ppm	0.01	ppm	0.01	ppm
State 24-hour ≥ 0.04 ppm	0	days	0	days	0	days
Federal 24-Hour > 0.014 ppm[b]	0	days	0	days	0	days
Max 24-Hour Conc. (ppm)	0.~~00~~40010	ppm	0.001~~0~~1	ppm	0.~~0011~~0004	ppm
~~Federal Annual 0.03 ppm~~	~~0~~	~~days~~	~~0~~	~~days~~	~~0~~	~~days~~
~~Annual Average~~	~~0.0013~~	~~ppm~~	~~0.0010~~	~~ppm~~	~~.0011~~	~~ppm~~

Table 4.2-1 Summary of Ambient Air Quality in the Project Vicinity

Pollutant/Standard	Number of Days Standards Were Exceeded and Maximum Ambient Concentrations During Such Violations					
	2006~~7~~		2007~~8~~		2008~~9~~	
Inhalable Particulates (PM_{10})						
State 24-Hour > 50 µg/m³	~~7~~5	days	~~5~~3	days	~~3~~1	days
Federal 24-Hour > 150 µg/m³	0	days	0	days	0	days
Max. 24-Hour Conc. (µg/m³)	~~104~~75	µg/m³	~~75~~61	µg/m³	~~61~~63	µg/m³
State Annual > 20 µg/m³	*	days	*	days	*	days
Max. Annual Conc. (µg/m³)	~~33.4~~31.0	µg/m³	~~31.0~~28.6	µg/m³	~~28.6~~30.9	µg/m³
Inhalable Particulates ($PM_{2.5}$)						
Federal 24-Hour > 35 µg/m³	~~8~~4	days	~~14~~13	days	~~13~~4	days
Max. 24-Hour Conc. (µg/m³)	~~56.2~~79.4	µg/m³	~~79.4~~67.9	µg/m³	~~67.9~~64.6	µg/m³
State Annual > 12 µg/m³	*	days	*	days	*	days
Federal Annual > 15 µg/m³	*	days	*	days	*	days
Max. Annual. (µg/m³)	14.~~1~~5	µg/m³	~~14.5~~13.7	µg/m³	~~13.7~~11.8	µg/m³

SOURCE: South Coast Air Quality Management District, SRA18, PM_{10}, and $PM_{2.5}$ data from SRA17, http://www.aqmd.gov/smog/historicaldata.htm, August 2010

ppm = parts per million; µg/m³ = micrograms per cubic meter

* Data not available

a. The federal 1-hour ozone standard of 12 ppm was revoked on June 15, 2005, and replaced with the federal 8-hour ozone standard.

b. ~~On June 2, 2010, EPA established a new 1-hour sulfur dioxide standard of 75 ppm. Monitoring ambient sulfur dioxide concentrations for compliance with this new standard needs to be in place by January 2013.~~ U.S. EPA has revised the federal standard by establishing a new SO_2 1-hour standard of 75 ppb (0.075 ppm) and revoking the existing annual (0.03 ppm) and 24-hour (0.14 ppm) SO_2 standards, effective August 2, 2010. The federal and state SO_2 standards were not exceeded.

Page 4.2-10, following Table 4.2-2

In order to analyze the Existing Plus Project emissions, the existing operational emissions for the project site were estimated using CalEEMod. The site is currently occupied with a 196,000 sf, fifteen-story office tower, a 42,343 sf fitness center, a 26,730 sf Movie Theater, 13,414 sf of retail uses, 24,200 sf of single-story office uses and 18,322 sf of restaurant uses. The emissions estimates are based on the estimated trip generation presented in Table 4.13-3 (Trip Generation Comparison for Beach and Warner Project) and default values for natural gas use, area source emissions, and vehicle emission factors specific to the land uses described above. Table 4.2-3 (Existing Project Site Daily Operational Emissions [CalEEMod]) summarizes the existing operational emissions. As shown in Table 4.2-3, under existing conditions, the project site currently exceeds the SCAQMD threshold for daily NO_x emissions.

Table 4.2-3 Existing Project Site Daily Operational Emissions (CalEEMod)

Emissions Source	Emissions in Pounds per Day[a]					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Water and Space Heating (Natural gas)	0.26	2.30	1.93	0.01	0.0	0.18
Landscape Maintenance	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	7.92	0.00	0.00	0.00	0.00	0.00
Architectural Coatings	2.54	=	=	=	=	
Motor Vehicles	44.25	94.54	415.68	0.52	58.02	3.94
Maximum Daily Emissions	54.95	96.83	417.60	0.53	58.19	4.11
SCAQMD Thresholds (lb/day)	55.00	55.00	550.00	150.00	150.00	55.00
Exceeds Threshold	No	**Yes**	No	No	No	No

SOURCE: Atkins 2011 (calculation sheets are provided in Appendix A).
a. Assumes no natural gas fireplaces.

Page 4.2-11, first paragraph

The analysis in this section focuses on the nature and magnitude of the change in the air quality environment due to implementation of the proposed project. Air pollutant emissions associated with the proposed project would result from construction activities, operation of uses allowed under the proposed project, and project-related traffic volumes. Air quality impacts are also estimated in relationship to the nearest schools, hospitals, convalescent homes, and sensitive uses. The health of people at these properties may be adversely impacted if air emissions exceed a level deemed significant by federal and state agencies. The ~~net increase in~~proposed project ~~site~~ emissions generated by these activities and other secondary sources have been quantitatively estimated and compared to thresholds of significance established by the SCAQMD.

Page 4.2-11, third paragraph

Operational emissions associated with the proposed project are estimated using the ~~URBEMIS 2007~~CalEEMod computer model developed for ~~California ARB~~the SCAQMD and information provided in the traffic study prepared by Austin-Foust Associates for the proposed project.
…

Page 4.2-14, first and third paragraphs and Table 4.2-3

LSTs were developed in response to the SCAQMD Governing Board's Environmental Justice Enhancement Initiative (I-4), and are a voluntary analysis. LSTs are only applicable for ~~construction~~ emissions of CO, NO_2, PM_{10}, and $PM_{2.5}$. LSTs ~~do not apply~~were applied to emissions during construction and operation of the Project.

…

If the Proposed Project would result in exceedance of the LSTs for any air pollutant as identified below in Table 4.2-~~3~~4 (Localized Significance Thresholds), this would constitute a significant impact.

Table 4.2-~~3~~4 Localized Significance Thresholds

	Thresholds of Significance	
Air Pollutant	***Construction***	***Operational***
CO 1-Hour	20.0 ppm	=
CO 8-Hour	9.0 ppm	=
NO_2 1-Hour	0.10 ppm	=
NO_2 Annual	0.03 ppm	=
PM_{10} 24-Hour	10.4 µg/m^3	2.5 µg/m^3
PM_{10} Annual	1 µg/m^3	=
$PM_{2.5}$ 24-Hour	10.4 µg/m^3	2.5 µg/m^3
$PM_{2.5}$ Annual	1 µg/m^3	=

SOURCE: ~~PBS&J, 2010~~Atkins 2011; SCAQMD, 2008 Air Quality Data Table, 201~~0~~1.

Page 4.2-15, second paragraph

Projects that are consistent with the projections of population forecasts identified in the Growth Management chapter of SCAG's Regional Comprehensive Plan and Guide (RCPG) are considered consistent with the AQMP growth projections. This is because the Growth Management chapter of the RCPG forms the basis of the land use and transportation control portions of the 2007 AQMP. The BECSP EIR identified that full build-out of the BECSP would result in a total population increase of 12,015 residents, which was within the SCAG population projection for 2030 of 224,788 residents, an increase of approximately ~~22,795~~21,304 residents compared to the City's 2010 population of 203,484 residents (refer to Section 4.10 [Population/Housing]). Implementation of the proposed project would result in the construction of up to 279 dwelling units and 35,600 sf of commercial and retail uses. …

Page 4.2-16, second paragraph

Because of the construction time frame and the normal day-to-day variability in construction activities and the on-site mobility of certain construction vehicles, it is difficult to precisely quantify the daily emissions associated with each phase of the proposed construction activities. Nonetheless, Table 4.2-~~4~~5 (Estimated Daily Peak Construction Emissions in Pounds per Day [CalEEMod]) identifies daily emissions that are estimated to occur on peak construction days. These calculations assume that mitigation measures BECSP MM4.2-1 through BECSP MM4.2-14 have been implemented to reduce construction related emissions, and utilized the default construction equipment values in the CalEEMod Model. Therefore, the daily emissions presented in Table 4.2-~~4~~5 account for the maximum daily emissions of potential construction activities that would occur during any given construction stage.

As shown, construction-related daily emissions would exceed SCAQMD significance thresholds in the year 201~~5~~3 for ~~PM_{10} and $PM_{2.5}$~~ VOCs during ~~grading activities~~architectural coating associated with

Phase ~~2~~1 of the proposed project. ~~This is primarily due to the daily export of approximately 4,000 cubic yards of soil that~~ The threshold for VOCs would also be ~~required for excavation of the below grade parking level~~exceeded in 2017 during the architectural coating phase associated with ~~this~~ Phase 2 of the proposed project. No other criteria pollutant would exceed the SCAQMD significance thresholds during the project's construction.

The following mitigation measures identified in the BECSP EIR shall be implemented (and complied with prior to issuance of any grading permit) as part of the proposed project to improve air quality emissions generated by construction activities associated with the proposed project.

~~Table 4.2-4 Estimated Daily Peak Construction Emissions in Pounds per Day~~

~~Emissions Source~~	~~Peak Day Emissions in Pounds per Day~~					
	~~VOC~~	~~NO_x~~	~~CO~~	~~SO_x~~	~~PM_{10}[a]~~	~~$PM_{2.5}$[a]~~
~~2012 – PHASE 1 (DEMOLITION/GRADING/TRENCHING/BUILDING CONSTRUCTION)~~						
~~Exhaust~~	~~8.79~~	~~52.42~~	~~54.26~~	~~0.05~~	~~3.36~~	~~3.09~~
~~Fugitive Dust~~	~~0.00~~	~~0.00~~	~~0.00~~	~~0.00~~	~~8.87~~	~~1.85~~
~~**Maximum Daily Emissions**~~	~~**8.79**~~	~~**52.42**~~	~~**54.26**~~	~~**0.05**~~	~~**12.23**~~	~~**4.94**~~
~~SCAQMD Thresholds~~	~~75.0~~	~~100.0~~	~~550.0~~	~~150.0~~	~~150.0~~	~~55.0~~
~~Significant Impact?~~	~~No~~	~~No~~	~~No~~	~~No~~	~~No~~	~~No~~
~~2013 – PHASE 1 (PAVING/BUILDING CONSTRUCTION/ARCHITECTURAL COATINGS)~~						
~~Exhaust~~	~~106.42~~	~~34.57~~	~~43.13~~	~~0.20~~	~~2.39~~	~~2.20~~
~~Fugitive Dust~~	~~0.00~~	~~0.00~~	~~0.00~~	~~0.00~~	~~0.20~~	~~0.07~~
~~**Maximum Daily Emissions**~~	~~**106.42**~~	~~**34.57**~~	~~**43.13**~~	~~**0.20**~~	~~**2.59**~~	~~**2.27**~~
~~SCAQMD Thresholds~~	~~75.0~~	~~100.0~~	~~550.0~~	~~150.0~~	~~150.0~~	~~55.0~~
~~Significant Impact?~~	~~No~~	~~No~~	~~No~~	~~No~~	~~No~~	~~No~~
~~2015 – PHASE 2 (DEMOLITION/GRADING/TRENCHING/BUILDING CONSTRUCTION)~~						
~~Exhaust~~	~~4.72~~	~~29.23~~	~~37.27~~	~~0.04~~	~~1.55~~	~~1.42~~
~~Fugitive Dust~~	~~0.00~~	~~0.00~~	~~0.00~~	~~0.00~~	~~400.00~~	~~83.75~~
~~**Maximum Daily Emissions**~~	~~**4.72**~~	~~**29.23**~~	~~**37.27**~~	~~**0.04**~~	~~**401.55**~~	~~**85.17**~~
~~SCAQMD Thresholds~~	~~75.0~~	~~100.0~~	~~550.0~~	~~150.0~~	~~150.0~~	~~55.0~~
~~Significant Impact?~~	~~No~~	~~No~~	~~No~~	~~No~~	~~**Yes**~~	~~**Yes**~~
~~2016 – PHASE 2 (BUILDING CONSTRUCTION)~~						
~~Exhaust~~	~~2.93~~	~~15.43~~	~~27.23~~	~~0.04~~	~~0.89~~	~~0.81~~
~~Fugitive Dust~~	~~0.00~~	~~0.00~~	~~0.00~~	~~0.00~~	~~0.18~~	~~0.06~~
~~**Maximum Daily Emissions**~~	~~**2.93**~~	~~**15.43**~~	~~**27.23**~~	~~**0.04**~~	~~**1.07**~~	~~**0.87**~~
~~SCAQMD Thresholds~~	~~75.0~~	~~100.0~~	~~550.0~~	~~150.0~~	~~150.0~~	~~55.0~~
~~Significant Impact?~~	~~No~~	~~No~~	~~No~~	~~No~~	~~No~~	~~No~~

~~**Table 4.2-4 Estimated Daily Peak Construction Emissions in Pounds per Day**~~

~~*Emissions Source*~~	~~*Peak Day Emissions in Pounds per Day*~~					
	~~*VOC*~~	~~*NO_x*~~	~~*CO*~~	~~*SO_x*~~	~~*PM_{10}[a]*~~	~~*$PM_{2.5}$[a]*~~
~~**2017 – PHASE 2 (BUILDING CONSTRUCTION/ARCHITECTURAL COATING)**~~						
~~Exhaust~~	~~40.26~~	~~14.26~~	~~26.73~~	~~0.04~~	~~0.81~~	~~0.73~~
~~Fugitive Dust~~	~~0.00~~	~~0.00~~	~~0.00~~	~~0.00~~	~~0.19~~	~~0.07~~
~~***Maximum Daily Emissions***~~	~~***40.26***~~	~~***24.94***~~	~~***26.73***~~	~~***0.04***~~	~~***1.00***~~	~~***0.80***~~
~~SCAQMD Thresholds~~	~~75.0~~	~~100.0~~	~~550.0~~	~~150.0~~	~~150.0~~	~~55.0~~
~~Significant Impact?~~	~~No~~	~~No~~	~~No~~	~~No~~	~~No~~	~~No~~

~~SOURCE: PBS&J 2010 (calculation sheets are provided in Appendix A)~~
~~Assumes the implementation of all BECSP EIR Mitigation Measures~~

Table 4.2-5 Estimated Daily Peak Construction Emissions in Pounds per Day (CalEEMod)

Emissions Source	*Peak Day Emissions in Pounds per Day*					
	VOC	*NO_X*	*CO*	*SO_X*	*PM_{10}[a]*	*$PM_{2.5}$[a]*
2012 – PHASE 1 (DEMOLITION/ GRADING/TRENCHING/BUILDING CONSTRUCTION)						
Exhaust	10.55	84.85	49.01	0.07	5.74	4.28
Fugitive Dust	0.00	0.00	0.00	0.00	10.96	3.68
Maximum Daily Emissions	***10.55***	***84.85***	***49.01***	***0.07***	***16.7***	***7.96***
SCAQMD Thresholds	75.0	100.0	550.0	150.0	150.0	55.0
Significant Impact?	No	No	No	No	No	No
2013 – PHASE 1 (PAVING/BUILDING CONSTRUCTION/ARCHITECTURAL COATINGS)						
Exhaust	219.71	48.56	49.86	0.09	5.55	2.77
Fugitive Dust	0.00	0.00	0.00	0.00	2.74	0.49
Maximum Daily Emissions	***219.71***	***48.56***	***49.86***	***0.09***	***8.29***	***3.26***
SCAQMD Thresholds	75.0	100.0	550.0	150.0	150.0	55.0
Significant Impact?	**Yes**	No	No	No	No	No
2015 – PHASE 2 (DEMOLITION/ EXCAVATION/GRADING/TRENCHING/BUILDING CONSTRUCTION)						
Exhaust	9.37	74.27	44.27	0.09	3.37	3.46
Fugitive Dust	0.00	0.00	0.00	0.00	9.57	3.69
Maximum Daily Emissions	***9.37***	***74.27***	***44.27***	***0.09***	***12.94***	***7.15***
SCAQMD Thresholds	75.0	100.0	550.0	150.0	150.0	55.0
Significant Impact?	No	No	No	No	No	No

Table 4.2-5 Estimated Daily Peak Construction Emissions in Pounds per Day (CalEEMod)

Emissions Source	Peak Day Emissions in Pounds per Day					
	VOC	NO_X	CO	SO_X	PM_{10}[a]	$PM_{2.5}$[a]
2016 – PHASE 2 (BUILDING CONSTRUCTION)						
Exhaust	6.28	37.03	43.44	0.09	2.01	1.98
Fugitive Dust	0.00	0.00	0.00	0.00	2.74	0.07
Maximum Daily Emissions	***6.28***	***37.03***	***43.44***	***0.09***	***4.75***	***5.05***
SCAQMD Thresholds	75.0	100.0	550.0	150.0	150.0	55.0
Significant Impact?	No	No	No	No	No	No
2017 – PHASE 2 (BUILDING CONSTRUCTION/ARCHITECTURAL COATING)						
Exhaust	82.21	33.77	41.46	0.09	1.8	1.76
Fugitive Dust	0.00	0.00	0.00	0.00	2.74	0.07
Maximum Daily Emissions	***82.21***	***33.77***	***41.46***	***0.09***	***4.54***	***1.83***
SCAQMD Thresholds	75.0	100.0	550.0	150.0	150.0	55.0
Significant Impact?	**Yes**	No	No	No	No	No

SOURCE: Atkins (2011) (calculation sheets are provided in Appendix A)
Assumes the implementation of all BECSP EIR mitigation measures.

Page 4.2-20, first paragraph

Compliance with the BECSP EIR mitigation measures would reduce emissions of criteria pollutants, including ~~PM_{10} and $PM_{2.5}$~~VOCs, but not below the SCAQMD thresholds of significance. With implementation of the identified BECSP EIR mitigation measures, construction activities would exceed the SCAQMD emission threshold~~s~~ for ~~PM_{10} and $PM_{2.5}$~~VOCs, during construction and this impact would be ***significant and unavoidable***.

Page 4.2-20, third paragraph

The analysis of daily operational emissions from the proposed project has been prepared utilizing the ~~URBEMIS 2007~~CalEEMod computer model recommended by the SCAQMD. The results of the ~~URBEMIS 2007~~CalEEMod calculations for the daily operational emissions of the proposed project's components are presented in Table 4.2-~~5~~6 (Proposed Project ~~Net~~Components Daily Operational Emissions [CalEEMod]) (refer to Appendix A for ~~URBEMIS 2007~~CalEEMod outputs). The emissions shown below reflect the ~~net increase in~~operational emissions ~~anticipated by implementation of the~~ associated with proposed ~~project~~development compared to the SCAQMD's operational thresholds.

Table 4.2-~~5~~6 Proposed Project ~~Net~~Components Daily Operational Emissions (CalEEMod)

Emissions Source	Emissions in Pounds per Day[a,]					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Water and Space Heating (Natural gas)	0.~~20~~15	~~2.59~~1.28	~~1.21~~0.73	0.~~00~~01	0.10	0.10
Landscape Maintenance	0.~~37~~72	0.~~06~~27	~~4.64~~23.46	0.00	0.~~02~~13	0.~~02~~13
Consumer Products	~~12.74~~10.40	=	=	=	=	=
Architectural Coatings	~~0.36~~1.32	=	=	=	=	=
Motor Vehicles	~~21.06~~13.17	28.~~60~~94	~~240.41~~109.23	0.~~34~~23	~~57.01~~25.28	~~11.01~~1.57
Maximum Daily Emissions	***~~34.73~~25.76***	***~~31.25~~30.49***	***~~246.26~~133.42***	***0.~~34~~24***	***~~57.03~~25.51***	***~~11.03~~1.8***
SCAQMD Thresholds (lb/day)	55.00	55.00	550.00	150.00	150.00	55.00
Significant Impact	No	No	No	No	No	No

SOURCE: ~~PBS&J 2010~~(Atkins (2011) (calculation sheets are provided in Appendix A).

a. ~~Assumes no natural gas fireplaces.~~Assumes the implementation of all BECSP EIR mitigation measures.

The Existing Plus Project analysis represents the incremental change in emissions from the project components compared to the uses currently occupying the project site. Table 4.2-7 (Proposed Project Net Daily Operational Emissions [CalEEMod]) summarizes the existing project site operational emissions (includes all existing development on the project site), the estimated proposed project site operational emissions (includes proposed project components and retained land uses), and the net change in operational emissions with implementation of the proposed project. Because the proposed project would replace some existing land uses with new land uses, while other existing uses would be retained onsite, emissions from the project site would increase for some pollutants and decrease for others. Operation of the proposed project site development would result in higher levels of VOCs, NO_X, SO_X, PM_{10}, and $PM_{2.5}$ emissions, while it would produce lower emissions of CO compared to the existing site development.

Table 4.2-7 Proposed Project Net Daily Operational Emissions (CalEEMod)

Emissions Source	***Emissions in Pounds per Day***					
	VOC	***NO_X***	***CO***	***SO_X***	***PM_{10}***	***$PM_{2.5}$***
Existing Operational Emissions	54.95	96.83	417.60	0.53	58.19	4.11
Project + Retained Uses Operational Emissions	55.64	97.62	359.70	0.68	79.96	5.43
Project Increment	***0.69***	***0.79***	***-57.9***	***0.15***	***21.77***	***1.32***

SOURCE: Atkins (2011) (calculation sheets are provided in Appendix A).

As shown in Table 4.2-6, operation of the proposed project would not generate emissions that exceed the thresholds of significance recommended by the SCAQMD for any criteria pollutants. As the proposed project would not generate daily emissions that exceed the thresholds of significance recommended by the SCAQMD this impact would be ***less than significant***. No mitigation is required.

Pages 4.2-21 to 4.2-24, Impact 4.2-24 and analysis

Impact 4.2-4 **Construction and operation of the proposed project would expose sensitive receptors to ~~substantial~~ pollutant concentrations. During project construction, pollutant concentrations of PM_{10} and $PM_{2.5}$ would exceed LSTs at most identified residential sensitive receptors. This is considered a potentially significant impact. However, during project operation, pollutant concentrations would not exceed LSTs at any of the identified sensitive receptor locations. ~~This would be a potentially significant impact.~~ This is considered a less than significant impact. Implementation of mitigation measures Project MM4.2-15 and Project MM4.2-16 would reduce ~~this impact~~ emissions of PM_{10} and $PM_{2.5}$ during construction, but not to a less than significant level. Therefore, this would be a *significant and unavoidable* impact.**

As described above under Impact 4.2-2, emissions from construction activities were estimated using the ~~URBEMIS 2007~~CalEEMod emissions model. Construction emissions related to development of the project are shown in Table 4.2-~~4~~5. For the purposes of this analysis, all emissions shown in Table 4.2-~~4~~5 are assumed to originate from the proposed project site, including use of diesel-powered construction equipment. Operational emissions with respect to the project are shown in Table 4.2-6 and Table 4.2-7. These on-site mitigated construction and operational emissions were then incorporated into the AERMOD dispersion model to estimate associated concentrations at the closest off-site sensitive receptors. For operational emissions only the project increment was analyzed for operational LSTs.

Sensitive receptors identified for the project include the existing residential properties to the north, east, south, and west of the project site, as well as future on-site residential uses and local schools. Proposed residential uses at the Warner Mixed-Use building (Phase 1) would be occupied during the construction of the Beach Mixed-Use building (Phase 2). The Liberty Christian and Oakview Elementary Schools are located within 0.25 mile, northwest and southwest of the project site, respectively. The Ocean View School is located approximately 0.5 mile west of the project site. A map showing the locations of these receptors with respect to the revised project is included in Appendix A.

LSTs have been developed by the SCAQMD to determine maximum allowable concentrations of criteria air pollutants during construction and operation. Localized construction concentrations were estimated, as discussed above in the Analytic Method section, and assume implementation of mitigation measures BECSP MM4.2-1 through BECSP MM4.2-11 as well as mitigation measures Project MM4.2-15 and Project MM4.2-16. Total LST construction emissions are included in Table 4.2-~~6~~8 (Total Construction Emissions and Localized Significance Thresholds CO and NO_X) and Table 4.2-~~7~~9 (Total Construction Emissions and Localized Significance Thresholds PM_{10} and $PM_{2.5}$). The maximum modeled concentrations are presented as measured at each sensitive receptor.

The highest construction emissions for CO and NO_X are estimated during Phase 1. While there are no onsite receptors anticipated during Phase 1, the maximum onsite emissions recorded during Phase 1 were substituted as potential maximum emissions for on-site receptors during Phase 2. This represents a conservative analysis for Phase 2. As shown in Tables 4.2-~~6~~8, localized CO and NO_2 would not exceed SCAQMD thresholds during proposed project construction at any of the identified sensitive receptors.

Table 4.2-~~7~~9 shows that PM_{10} and $PM_{2.5}$ exceed the SCAQMD thresholds at ~~all~~ most residential sensitive receptors during ~~the grading portion of Phase 2~~ construction, but at none of the schools identified.

Table 4.2-~~6~~8 Total Construction Emissions and Localized Significance Thresholds CO and NO_X

Pollutant and Averaging Time	*Receptor Location*	*Background Air Quality (ppm)*	*Maximum Incremental Project-Related Impact (ppm)*	*Total Impact (Background + Project) (ppm)*	*Most Restrictive Air Quality Standard (ppm)*	*Significant Impact?*
CO, 1-hour	North Residential	5	0.~~0591~~0869	5.~~0591~~0869	20	No
	East Residential	5	0.~~0374~~1016	5.~~0374~~1016	20	No
	South Residential	5	~~0.0442~~0.1311	5.~~0442~~1311	20	No
	West Residential	5	0.~~0575~~0784	5.~~0575~~0784	20	No
	Onsite Residential	5	0.~~1165~~0881	5.~~1156~~0881	20	No
	Liberty Christian School	5	0.0~~3~~648	5.0~~3~~648	20	No
	Oakview Elementary	5	0.~~0215~~0689	5.~~0215~~0689	20	No
	Ocean View School	5	0.~~0209~~0472	5.~~0209~~0472	20	No
CO, 8-hour	North Residential	3.1	0.0~~3~~257	3.1~~3~~257	9	No
	East Residential	3.1	0.~~0088~~0567	3.~~1088~~1567	9	No
	South Residential	3.1	0.~~0186~~0913	3.~~1186~~1913	9	No
	West Residential	3.1	0.~~0319~~0284	3.~~1319~~1284	9	No
	Onsite Residential	3.1	0.~~0782~~0457	3.~~1782~~1457	9	No
	Liberty Christian School	3.1	0.~~0076~~0146	3.~~1076~~1146	9	No
	Oakview Elementary	3.1	0.~~0048~~0152	3.~~1048~~1152	9	No
	Ocean View School	3.1	0.~~0036~~0081	3.~~1036~~1081	9	No
NO_2, 1-hour	North Residential	0.~~1~~908	0.~~0020~~0053	0.~~1020~~0853	0.~~18~~10	No
	East Residential	0.~~1~~908	0.~~0016~~0078	0.~~1016~~0878	0.~~18~~10	No
	South Residential	0.~~1~~908	0.~~0015~~0080	0.~~1015~~0880	0.~~18~~10	No
	West Residential	0.~~1~~908	0.~~0020~~0048	0.~~1020~~0848	0.~~18~~10	No
	Onsite Residential	0.~~1~~908	0.009~~50~~	0.~~1050~~0895	0.~~18~~10	No
	Liberty Christian School	0.~~1~~908	0.~~0035~~0126	0.~~1035~~0926	0.~~18~~10	No
	Oakview Elementary	0.~~1~~908	0.~~0021~~0169	0.~~1021~~0969	0.~~18~~10	No
	Ocean View School	0.~~1~~908	0.~~0047~~0177	0.~~1047~~0977	0.~~18~~10	No
NO_2, Annual	North Residential	0.013	0.000~~3464~~4458	0.0148~~4~~36458	0.03	No
	East Residential	0.013	0.~~0000549~~0014216	0.~~0145549~~0146216	0.03	No
	South Residential	0.013	0.~~0001535~~0017228	0.~~0146535~~0149228	0.03	No
	West Residential	0.013	0.000~~1875~~3679	0.01~~4687~~535679	0.03	No
	Onsite Residential	0.013	0.~~0012573~~0009697	0.~~0157573~~0141697	0.03	No
	Liberty Christian School	0.013	0.~~0000834~~0002997	0.0145834997	0.03	No
	Oakview Elementary	0.013	0.0000~~5183~~719	0.01~~4551835~~713	0.03	No
	Ocean View School	0.013	0.0000~~4032~~407	0.01~~4540334~~407	0.03	No

SOURCE: ~~PBS&J 2010~~ Atkins 2011; AERMOD, Localized Significance Threshold Methodology (calculation data sheets provided in Appendix A)

Table 4.2-~~7~~9 Total Construction Emissions and Localized Significance Thresholds PM_{10} and $PM_{2.5}$

Pollutant and Averaging Time	*Receptor Location*	*Maximum Incremental Project Related Impact (µg/m³)*	*Most Restrictive Air Quality Standard (µg/m³)*	*Significant Impact?*
PM_{10}, 24-hour	North Residential	~~347.91489~~11.41579	10.4	**Yes**
	East Residential	~~812.2711~~27.10562	10.4	**Yes**
	South Residential	~~1,227.6561~~341.08749	10.4	**Yes**
	West Residential	~~1,227.6561~~313.96581	10.4	**Yes**
	Onsite Residential	~~522.34662~~17.65734	10.4	**Yes**
	Liberty Christian School	~~201.21873~~8.43127	10.4	~~**Yes**~~No
	Oakview Elementary	~~191.49565~~9.25101	10.4	~~**Yes**~~No
	Ocean View School	~~107.50422~~3.28058	10.4	~~**Yes**~~No
PM_{10}, Annual	North Residential	~~74.26080~~2.97063	1.0	**Yes**
	East Residential	~~256.63290~~9.77213	1.0	**Yes**
	South Residential	~~347.93747~~13.13243	1.0	**Yes**
	West Residential	~~347.93747~~2.64320	1.0	**Yes**
	Onsite Residential	~~135.41505~~5.33163	1.0	**Yes**
	Liberty Christian School	~~17.32166~~0.70165	1.0	~~**Yes**~~No
	Oakview Elementary	~~19.24685~~0.81042	1.0	~~**Yes**~~No
	Ocean View School	~~8.44650~~0.30822	1.0	~~**Yes**~~No
$PM_{2.5}$, 24-hour	North Residential	~~49.28412~~4.73320	10.4	~~**Yes**~~No
	East Residential	~~121.64883~~11.38898	10.4	**Yes**
	South Residential	~~203.19781~~16.93460	10.4	**Yes**
	West Residential	~~203.19781~~5.57170	10.4	~~**Yes**~~No
	Onsite Residential	~~80.67035~~7.42543	10.4	~~**Yes**~~No
	Liberty Christian School	~~15.64122~~5.24472	10.4	~~**Yes**~~No
	Oakview Elementary	~~21.09180~~5.55480	10.4	~~**Yes**~~No
	Ocean View School	~~10.61215~~1.27846	10.4	~~**Yes**~~No
$PM_{2.5}$, Annual	North Residential	~~15.55095~~1.40891	1.0	**Yes**
	East Residential	~~53.73774~~4.50042	1.0	**Yes**
	South Residential	~~72.85510~~6.01478	1.0	**Yes**
	West Residential	~~72.85510~~1.22885	1.0	**Yes**
	Onsite Residential	~~28.35608~~2.50548	1.0	**Yes**
	Liberty Christian School	~~3.62740~~0.33515	1.0	~~**Yes**~~No
	Oakview Elementary	~~4.03049~~0.39538	1.0	~~**Yes**~~No
	Ocean View School	~~1.76867~~0.13812	1.0	~~**Yes**~~No

SOURCE: ~~PBS&J 2010~~Atkins 2011; AERMOD, Localized Significance Threshold Methodology (calculation data sheets provided in Appendix A)

As discussed above in the Analytic Method section, localized operational concentrations estimated analyze only the project increment and assumes that a maximum of 1 percent of the mobile source emissions occur on-site. Once vehicles exit the site and the area, they no longer influence the air quality in the immediate vicinity of the site and therefore those emissions are not analyzed with respect to onsite operations. Total LST operational emissions are included in Table 4.2-10 (Total Operational Emissions and Localized Significance Thresholds NO_X) and Table 4.2-11 (Total Operational Emissions and Localized Significance Thresholds PM_{10} and $PM_{2.5}$). CO was not analyzed because, as demonstrated in Table 4.2-7, implementation of the project would reduce these emissions. As shown in Table 4.2-10 and Table 4.2-11, NO_X, PM_{10}, and $PM_{2.5}$ concentrations would not exceed the SCAQMD thresholds at any of the nearby sensitive receptors during project operation.

Table 4.2-10 Total Operational Emissions and Localized Significance Thresholds NO_X

Pollutant and Averaging Time	*Receptor Location*	*Background Air Quality (ppm)*	*Maximum Incremental Project-Related Impact (ppm)*	*Total Impact (Background + Project) (ppm)*	*Most Restrictive Air Quality Standard (ppm)*	*Significant Impact?*
NO_2, 1-hour	North Residential	0.08	0.0001	0.0801	0.10	No
	East Residential	0.08	0.0001	0.0801	0.10	No
	South Residential	0.08	0.0001	0.0801	0.10	No
	West Residential	0.08	0.0001	0.0801	0.10	No
	Onsite Residential	0.08	0.0001	0.0801	0.10	No
	Liberty Christian School	0.08	0.0003	0.0803	0.10	No
	Oakview Elementary	0.08	0.0004	0.0804	0.10	No
	Ocean View School	0.08	0.0005	0.0805	0.10	No
NO_2, Annual	North Residential	0.013	0.0000106	0.0132106	0.03	No
	East Residential	0.013	0.0000125	0.0132125	0.03	No
	South Residential	0.013	0.0000126	0.0132126	0.03	No
	West Residential	0.013	0.0000082	0.0132082	0.03	No
	Onsite Residential	0.013	0.0000679	0.0132679	0.03	No
	Liberty Christian School	0.013	0.0000038	0.0132038	0.03	No
	Oakview Elementary	0.013	0.0000026	0.0132026	0.03	No
	Ocean View School	0.013	0.0000034	0.0132034	0.03	No

SOURCE: Atkins 2011; AERMOD, Localized Significance Threshold Methodology (calculation data sheets provided in Appendix A)

Table 4.2-11 Total Construction Emissions and Localized Significance Thresholds PM_{10} and $PM_{2.5}$

Pollutant and Averaging Time	Receptor Location	Maximum Incremental Project Related Impact (µg/m³)	Most Restrictive Air Quality Standard (µg/m³)	Significant Impact?
PM_{10}, 24-hour	North Residential	0.51750	2.5	No
	East Residential	0.61586	2.5	No
	South Residential	0.72310	2.5	No
	West Residential	0.77277	2.5	No
	Onsite Residential	1.59864	2.5	No
	Liberty Christian School	0.24617	2.5	No
	Oakview Elementary	0.16810	2.5	No
	Ocean View School	0.10769	2.5	No
PM_{10}, Annual	North Residential	0.18828	1.0	No
	East Residential	0.20024	1.0	No
	South Residential	0.22309	1.0	No
	West Residential	0.14518	1.0	No
	Onsite Residential	0.95968	1.0	No
	Liberty Christian School	0.02460	1.0	No
	Oakview Elementary	0.01671	1.0	No
	Ocean View School	0.00914	1.0	No
$PM_{2.5}$, 24-hour	North Residential	0.35862	2.5	No
	East Residential	0.42679	2.5	No
	South Residential	0.50111	2.5	No
	West Residential	0.53553	2.5	No
	Onsite Residential	1.10785	2.5	No
	Liberty Christian School	0.17059	2.5	No
	Oakview Elementary	0.11649	2.5	No
	Ocean View School	0.07463	2.5	No
$PM_{2.5}$, Annual	North Residential	0.13048	1.0	No
	East Residential	0.13877	1.0	No
	South Residential	0.15460	1.0	No
	West Residential	0.10061	1.0	No
	Onsite Residential	0.66506	1.0	No
	Liberty Christian School	0.01705	1.0	No
	Oakview Elementary	0.01158	1.0	No
	Ocean View School	0.00633	1.0	No

SOURCE: Atkins 2011; AERMOD, Localized Significance Threshold Methodology (calculation data sheets provided in Appendix A)

With the implementation of mitigation measures BECSP MM4.2-1 through BECSP MM4.2-11, as well as mitigation measures Project MM4.2-15 and Project MM4.2-16, the emissions of PM_{10} and $PM_{2.5}$ will be reduced during construction. However, even with the inclusion of mitigation measures Project MM4.2-15 and Project MM4.2-16, emissions of PM_{10} and $PM_{2.5}$ are anticipated to remain above the SCAQMD LST thresholds. Therefore, even after the implementation of mitigation, impacts to ~~localized~~ identified residential sensitive receptors will remain ***significant and unavoidable*** during construction.

Project MM4.2-15 *Project applicants shall require by contract specifications that ~~all paving be completed as soon as possible to reduce fugitive dust emissions~~additional waterings (in excess of the three watering per day indicated in MM4.2-5) be applied to all disturbed areas and unpaved roads throughout the demolition and grading phases.*

Project MM4.2-16 *Project applicants shall require by contract specifications that all paving be completed as soon as possible to reduce fugitive dust emissions.*

Page 4.2-24, second paragraph

The intersections identified in Table 4.2-~~8~~11 (Proposed Project Build-Out [2030] Localized Carbon Monoxide Concentrations) are located in the project vicinity and were found to operate at LOS D, E, or F under year 2030 conditions in the BECSP EIR. These intersections may generate high CO concentrations that could exceed the federal or state 1-hour and 8-hour standards. As the proposed project would contribute project-related traffic to these intersections, they are evaluated in this EIR. As shown in Table 4.2-~~8~~11, future CO concentrations near these intersections would not exceed the national 35.0 ppm and state 20.0 ppm 1-hour ambient air quality standards or the national or state 9.0 ppm 8-hour ambient air quality standards when the BECSP is fully implemented in 2030. Therefore, sensitive receptors located in close proximity to these intersections would not be exposed to substantial pollutant concentrations. The proposed project would result in a ***less than significant*** impact.

Table 4.2-~~8~~11 Proposed Project Build-Out (2030) Localized Carbon Monoxide Concentrations

	CO Concentrations in Parts per Million[a,b]					
	Roadway Edge		25 Feet		50 Feet	
Intersection	1-Hour[c]	8-Hour	1-Hour[c]	8-Hour	1-Hour[c]	8-Hour
Beach Boulevard and Warner Avenue	5.5	3.5	5.4	3.4	5.3	3.3
Newland Street and Warner Avenue	5.4	3.4	5.2	3.3	5.2	3.2
Beach Boulevard and Slater Avenue	5.4	3.4	5.3	3.3	5.2	3.3
State Standards	**20.0**	**9.0**	**20.0**	**9.0**	**20.0**	**9.0**
National Standards	**35.0**	**9.0**	**35.0**	**9.0**	**35.0**	**9.0**
Significant Impact?	No	No	No	No	No	No

SOURCE: PBS&J, 2009. The Beach and Edinger Corridors Specific Plan EIR.

Page 4.2-26, second paragraph

Construction of the proposed project would generate emissions that exceed the thresholds of significance recommended by the SCAQMD for ~~PM_{10} and $PM_{2.5}$~~VOC. Because the Basin is in nonattainment for ~~PM_{10} and $PM_{2.5}$~~VOC, the proposed project would make a cumulatively considerable contribution to criteria pollutant emissions. Because no feasible mitigation is available to further reduce these contributions to levels below SCAQMD thresholds, this cumulative impact is considered to be ***significant and unavoidable***.

Page 4.2-27, first paragraph

Construction and operation of the proposed project would generate emissions that ~~exceed~~have the potential to impact sensitive receptors. The LST thresholds of significance thresholds recommended by the SCAQMD would be exceeded for PM_{10}~~,~~ and $PM_{2.5}$ during construction. Because of this exceedance, the fact that the Basin is in nonattainment for PM_{10}, and there is the potential for additional nearby development projects to be conducted at the same time, the proposed project would make a cumulatively considerable contribution to localized significant impacts. No feasible mitigation is available to further reduce these contributions to levels below SCAQMD LST thresholds; this impact is considered to be ***significant and unavoidable***.

Page 4.2-27, Section 4.2.5 (References)

Austin-Foust Associates. *Beach-Edinger Corridors Specific Plan Area: Traffic Analysis for Beach-Warner Project*, ~~August 19, 2010~~September 27, 2011.

Page 4.5-1, second paragraph

Data used to prepare this section were taken primarily from the Report on Foundation Investigation Proposed Mola Office Complex prepared for the proposed project site by ~~Lerdy~~Leroy Crandall and Associates[5] (the report prepared for the existing commercial development), the Environmental Hazards Element of the City of Huntington Beach (General Plan 1996); and the Beach and Edinger Corridors Specific Plan (BECSP) Environmental Impact Report (EIR). …

[5] ~~Lerdy~~Leroy Crandall and Associates, Report of Foundation Investigation Proposed Mola Office Complex, Beach Boulevard and Warner Avenue, Hunting Beach, California for the Mola Development Corporation (April 8, 1981). While this report was prepared some time ago for the existing commercial uses on site, geologic conditions do not change over short periods of time. Therefore, information from this report is provided here for reference and to supplement additional, more recent information available.

Page 4.5-2, third full paragraph

A soil investigation performed for the project site in 1981 by ~~Lerdy~~Leroy Crandall and Associates encountered shallow fill soils ranging up to three feet in thickness. …

Page 4.5-5, second full paragraph *[editorial-only change]*

According to the Expansive Soil Distribution Map in the Environmental Hazard Element of the City's General Plan, the project site is in an area of "moderate to high" and "low to moderate" potential for expansive soils. Soils in this area are required by Section 1802.2.2 (Expansive Soils,) of the 2007 CBC, to be tested for expansive characteristics and, if unacceptable, be treated to reduce the hazards they pose. The Foundation Investigation identified clays beneath the project site as being somewhat expansive.

Page 4.5-7, Footnote 9

[9] ~~Lerdy~~Leroy Crandall and Associates, *Report on Foundation Investigation Proposed MOLA Office Complex* (April 14, 1981).

Page 4.5-8, first full paragraph *[editorial-only change]*

The proposed project site is identified as having both a "moderate to high" and "low to moderate" potential for expansive soils on the Expansive Soils Distribution map, Figure EH-12 of the Huntington Beach General Plan Environmental Hazards Element. The Foundation Investigation identified clays beneath the project site as being somewhat expansive. Risks associated with expansive soil are addressed through adherence to Section 1802.2.1 (Questionable Soils,) from the 2007 CBC and Title 17 Excavation and Grading Code, as well the incorporation of recommendations of the final soils and geology study, as required by code requirement BECSP CR4.5-1 into the project's grading plans. As such, potential risks to life and property associated with expansive soils would be ***less than significant***.

Page 4.5-9, Section 4.5.5

~~Lerdy~~Leroy Crandall and Associates. 1981. Report of Foundation Investigation Proposed Mola Office Complex, Beach Boulevard and Warner Avenue, Hunting Beach, California for the Mola Development Corporation. April 8.

Page 4.6-2, "Asbestos" section, first paragraph *[editorial-only change]*

Asbestos, a naturally occurring fibrous material, was used in many building materials for fireproofing and insulating properties before many of its most common construction-related uses were banned by the USEPA between the early 1970s and 1991 under the authority of the California Clean Air Act (CCAA) and the Toxic Substances Control Act (TSCA). … The structures located on the project site were constructed during the 1980s and therefore were not likely built with asbestos containing materials.

Page 4.6-6, following first full paragraph

While it is anticipated that operation of the proposed project would not create a significant hazard to the public or the environment through reasonably foreseeable upset or accident conditions involving the release of hazardous materials into the environment, this operational analysis presents the potential possibilities of such a risk. … Therefore, the probability of a major hazardous materials incident would be remote, and this impact would be less than significant.

Natural gas pipelines located within 1,500 feet could pose a risk to the project site if an accident or an explosion were to occur. The closest natural gas pipeline is located approximately 1 mile west of the

proposed project site, running within Goldenwest Street. This pipeline transports gas from supply points to the gas distribution system and operates at pressures above 200 pounds per square inch (psi).[11a] In addition, there are pipelines within Bolsa Avenue approximately 2 miles north of the project site and along Garfield Avenue approximately 2.5 miles south of the project site. These pipelines operate at pressures above 60 psi and deliver gas in smaller volumes to the lower pressure distribution system running.[11b] Figure 4.6-1 (Natural Gas Pipeline Map) shows the location of these pipelines relative to the proposed project site. There are no natural gas pipelines located underground or above ground within 1,500 feet of the proposed project site.[11c] The potential impacts associated with a natural gas pipeline within 1,500 feet of the proposed project site would be less than significant levels.

[11a] Southern California Gas Company. Gas Transmission and High Pressure Distribution Pipeline Interactive Map-Orange. http://www.socalgas.com/safety/pipeline-maps/orange.shtml (accessed August 21, 2011).
[11b] Southern California Gas Company. Gas Transmission and High Pressure Distribution Pipeline Interactive Map-Orange. http://www.socalgas.com/safety/pipeline-maps/orange.shtml (accessed August 21, 2011).
[11c] Southern California Gas Company. Gas Transmission and High Pressure Distribution Pipeline Interactive Map-Orange. http://www.socalgas.com/safety/pipeline-maps/orange.shtml (accessed August 21, 2011).

Page 4.6-10, Section 4.6.5 (References)

———. *City of Huntington Beach General Plan*, May 13, 1996.

Southern California Gas Company. Gas Transmission and High Pressure Distribution Pipeline Interactive Map-Orange. http://www.socalgas.com/safety/pipeline-maps/orange.shtml (accessed August 21, 2011).

State Water Resources Control Board. 2010. GeoTracker. Beach Boulevard and Warner Avenue, Huntington Beach, CA 92647. http://geotracker.swrcb.ca.gov/map/?CMD=runreport&myaddress=beach+boulevard+and+warner+avenue%2C+huntington+beach+ca (accessed October 18, 2010).

Page 4.7-1, Section 4.7.1 (Environmental Setting), first paragraph

The proposed project site is relatively flat with no distinct changes in elevation. The site is almost entirely impervious, with the exception of the undeveloped portion of the project site located on the corner of Cypress Avenue and Elm Street that is currently graded. According to ~~BECSP EIR Figure 4.7-1(a),~~ a preliminary Hydrology Study prepared for the project site, the center of the project site and a portion along Beach Boulevard drain to existing storm drain substructures at the site, but the proposed project site ~~currently~~primarily drains via sheet flow to ~~existing storm drains~~catch basins within Sycamore Avenue, Ash Street, and Beach Boulevard and are drained by underground storm drain pipelines that flow north to the Ocean View Channel. From the project site, runoff travels north ~~or northwesterly in~~to the existing Ocean View Channel, which is approximately 700 feet north of and parallel to Warner Avenue. The Ocean View Channel flows westerly to its confluence with the East Garden Grove-Wintersburg Channel, which ~~parallels Warner Avenue to the north. The runoff is then conveyed via the East Garden Grove-Wintersburg Channel into Orange County Flood Control District (OCFCD) facilities.~~ultimately flows to Bolsa Chica Wetlands and to Huntington Harbour/Anaheim Bay.[13a]

[13a] KHR Associates, *Beach and Warner Mixed Use Preliminary Hydrology Study, Huntington Beach, California* (July 26, 2011).

Page 4.7-2, first paragraph

The perched (shallow) water table is high throughout the entire City of Huntington Beach. Most of the soils also cause water to percolate very slowly downward into deeper layers so that any water entering the soil tends to remain near the surface or in local ponds.[15] Figure EH-3 of the City of Huntington Beach General Plan shows that the depth to groundwater at the project site is approximately 10 to 30 feet below ground surface (bgs), consistent with the findings of a Foundation Investigation prepared for the proposed project site in 1981 by ~~Lerdy~~Leroy Crandall and Associates, which encountered groundwater at depths of 19 to 27 feet bgs.[16]

[16] ~~Lerdy~~Leroy Crandall and Associates, *Report on Foundation Investigation Proposed MOLA Office Complex* (April 14, 1981).

Page 4.7-2, "Regional Hydrology and Drainage" section, second paragraph

The project site is located within the ~~Talbert/Greenville Banning Channel~~Anaheim Bay-Huntington Harbour Watershed of the SARB~~ and~~. The Anaheim Bay-Huntington Harbour covers an area of ~~21.4~~ 80.35 square miles~~. The Talbert/Greenville Banning Watershed straddles~~ in the ~~mouth~~northwest corner of Orange County. It includes portions of the City of Anaheim, Cypress, Fountain Valley, Garden Grove, Huntington Beach, Los Alamitos, Santa Ana~~ River and has two~~, Seal Beach, Stanton, and Westminster. Its main tributaries ~~that drain into it. On~~ are Bolsa Chica Channel, East-Garden Grove Wintersburg Channel, and the ~~western side, the Talbert and Huntington Beach Channels drain through the Talbert Marsh before emptying into the Pacific Ocean. On the eastern side, the Greenville Banning Channel empties into the Santa Ana River~~Westminster Channel. The project site is within the ~~Huntington Beach~~Ocean View Channel drainage area~~ of the Talbert/Greenville Banning Channel Watershed~~. The Ocean View Channel flows westerly to its confluence with the East Garden Grove-Wintersburg Channel, which ultimately flows to Bolsa Chica Wetlands and to Huntington Harbour/Anaheim Bay.[16a]

[16a] KHR Associates, *Beach and Warner Mixed Use Preliminary Hydrology Study, Huntington Beach, California* (July 26, 2011).

Page 4.7-5, "Stormwater Drainage, Runoff, Erosion, and Water Quality" section, first paragraph

The proposed project site is relatively flat with no distinct changes in elevation. The site is almost entirely impervious, with the exception of the undeveloped portion of the project site located on the corner of Cypress Avenue and Elm Street. ~~Pursuant~~According to ~~information in~~ the ~~BECSP EIR~~,preliminary Hydrology Study prepared for the project site, the center of the project site and a portion along Beach Boulevard drain to existing storm drain substructures at the site, but the proposed project site ~~currently~~primarily drains via sheet flow to ~~an existing storm drain~~ catch basins within Sycamore Avenue ~~which ultimately routes runoff into Orange County Flood Control District (OCFCD) facilities.~~, Ash Street, and Beach Boulevard and are drained by underground storm drain pipelines that flow north to the Ocean View Channel. From the project site, runoff travels ~~northwesterly into~~north to the existing Ocean View Channel, which is approximately 700 feet north of and parallel to Warner Avenue. The Ocean View Channel flows westerly to its confluence with the East Garden Grove-Wintersburg Channel, which ultimately flows to Bolsa Chica Wetlands and to Huntington Harbour/Anaheim Bay.[17a]

According to the BECSP EIR, the storm drain system serving the proposed project site is currently constrained for build out of the City's General Plan and may be constrained for existing conditions. As such, the BECSP EIR concluded that future development in the vicinity of the project site would have potentially significant impacts on both existing and planned storm drain systems. To address this, implementation of mitigation measures modified BECSP MM4.7-3 and BECSP MM4.7-4 are required to assess the contribution of a project to potential system capacity constraints and provide for construction of necessary upgrades such that potential impacts to storm drain system capacities would not be substantial. As required by modified BECSP MM4.7-3, a project specific Hydrology and Hydraulic Study ~~would be~~was prepared for the project site to identify the effects of potential stormwater runoff from the proposed development on the existing storm drain system. The modified BECSP MM4.7-3 also requires that site drainage be designed so as to not increase peak storm event flows over existing conditions for the design storm events. Additionally, BECSP MM4.7-4 requires that adequate capacity in the storm drain system is demonstrated to accommodate discharge from the proposed project.

BECSP EIR Figure 4.7-2 (Flood Zones), the Federal Emergency Management Agency (FEMA) flood control map, identifies the project site as being located within an area subject to flooding during a 500-year flood event (0.2 percent chance of occurring in any given year).[18] However, as required by mitigation measure BECSP MM4.7-~~4 requires the preparation of a~~3, a preliminary hydrology and hydraulic analysis ~~in order~~was prepared for the project site to identify the effects of potential stormwater runoff from the project site on the existing storm drain flows for the 10-, 25-, and 100-year design storm events, and determined that inclusion of the recommended drainage system in project design would ensure that the peak flow rate would be reduced compared to existing conditions.

[17a] KHR Associates, *Beach and Warner Mixed Use Preliminary Hydrology Study, Huntington Beach, California* (July 26, 2011).

Page 4.7-6, "Operation" section, second paragraph

In accordance with the Drainage Area Management Plan (DAMP), the MS4 Permit (adopted May 2009), the City's Municipal Code (Chapter 14.25), and City's Local Implementation Plan (LIP), as well as mitigation measure BECSP MM4.7-1, ~~the proposed project is required to develop and implement a projectsite~~-specific WQMP was prepared for the project site that addresses appropriate stormwater quality best management practices (BMPs) and water quality management practices. Furthermore, pursuant to the BECSP, the proposed project is defined as a priority project and would be required to include both source control and treatment control BMPs, as well as Site Design BMPs and Low Impact Development (LID) principles, where applicable and feasible. ~~A project~~The site-specific WQMP would be ~~reviewed~~subject to review and approv~~ed~~al by the City prior to receiving a Precise Grading permit for the proposed project.

Pages 4.7-6 to 4.7-7, "Deplete Groundwater Supplies or Interfere with Groundwater Recharge" section, first paragraph

As shown in Figure EH-3 of the City of Huntington Beach General Plan, depth to groundwater at the proposed project site is approximately 10 to 30 feet bgs, which is consistent with the findings of a Foundation Investigation prepared for the proposed project site in 1981 by ~~Lerdy~~Leroy Crandall and Associates, which encountered groundwater was at depths of 19 to 27 feet bgs.[19] As such, the proposed

subterranean parking could be located below the local groundwater table. In the event that permanent dewatering activities are necessary on the project site, the proposed project would require coverage under the De Minimus Threat General Permit or an individual WDR/ NPDES Permit, and consequently would be subject to discharge quantity limitations, groundwater dewatering, and surface drainage. Additionally, the proposed project would be subject to code requirement BECSP CR4.7-1, which requires the preparation of a Precise Grading and Drainage Plan containing the recommendations of the final Soils and Geotechnical Reports analysis for temporary and permanent groundwater dewatering, as well as for surface drainage, and mitigation measure BECSP MM4.7-2, which requires the preparation of a Groundwater Hydrology Study to determine if dewatering activities would interfere with nearby water supplies. This study shall also include recommendations on whether permanent groundwater dewatering is feasible. Implementation of mitigation measure BECSP MM4.7-2 and compliance with existing regulatory requirements, including code requirement BECSP CR4.7-1, would ensure that permanent groundwater dewatering does not cause or contribute to a lowering of the local groundwater table that would affect nearby water supply wells, such that impacts would be ***less than significant***.

[19] ~~Lerdy~~Leroy Crandall and Associates, *Report on Foundation Investigation Proposed MOLA Office Complex* (April 14, 1981).

Page 4.7-7, "Flood Hazard Areas and Flooding" section, second paragraph

The City of Huntington Beach is located in the lower basin of the Santa Ana River Basin. The lower basin is protected from flooding by Prado Dam, which is located 27 miles northeast of the City in Riverside County. The northern portion of the ~~Corridor~~ basin is located within the inundation area of the Prado Dam. Recently completed channel modifications along the Santa Ana River from Prado Dam to the Pacific Ocean would provide protection from inundation in the event of dam failure. Therefore, the possibility of significant risk of loss, injury, or death from flooding would be negligible and impacts would be ***less than significant***.

Page 4.7-12, first full paragraph

Mitigation measure BECSP MM4.7-3 has been modified to reflect the existing and proposed site characteristics, as well as the specific hydrologic conditions of the proposed project site and the ~~Huntington Beach~~Ocean View Channel.

Page 4.7-13, new mitigation measure added before Section 4.7.4

BECSP CR4.7-1 Prior to receiving any grading or building permit, the Applicant for a specific development project shall prepare a Precise Grading and Drainage Plan containing the recommendations of the final Soils and Geotechnical Reports analysis for temporary and permanent groundwater dewatering, as well as for surface drainage.

Page 4.7-13, Section 4.7.5

———. *City of Huntington Beach General Plan*, May 13, 1996.

KHR Associates. *Beach and Warner Mixed Use Preliminary Hydrology Study, Huntington Beach, California*, July 26, 2011.

~~Lerdy~~Leroy Crandall and Associates~~,~~. *Report on Foundation Investigation Proposed MOLA Office Complex*, April 14, 1981.

Page 4.9-3, end of second full paragraph

… The exterior-to-interior reduction of newer residential units is generally 30 dBA or more.[20a]

[20a] Harris Miller Miller & Hanson Inc., *Transit Noise and Vibration Impact Assessment, Final Report* (May 2006).

Page 4.9-4, immediately following Table 4.9-2

The closest noise-sensitive receptors to the project site would be the residential uses located to the west of the site across Elm Street, the residential uses located to the west of the project site across Ash Street and Sycamore Street, and the residential uses to the south and west across Elm Street and Cypress Avenue. These residential uses are approximately 75 feet from the project site. Additional noise measurements were taken on July 14, 2011, in the surrounding residential neighborhoods to confirm the ambient noise levels in the neighborhood adjacent to the proposed project site. The results of these measurements are shown in Table 4.9-2a (2011 Existing Ambient Noise Levels). Figure 4.9-1a (2011 Noise Monitoring Locations) illustrates the location of the 2011 noise measurements in the adjacent neighborhoods. As shown in Table 4.9-2a, noise levels range between 54.0 and 66.6 dBA, with peaks up to 79.0 dBA, typical of an urban area adjacent to high-volume arterials such as Beach Boulevard and Warner Avenue (refer to Table 4.9-1 above for typical noise levels in an urban area).

Table 4.9-2a 2011 Existing Ambient Noise Levels

	Location	Primary Noise Sources	Noise Level Statistics		
			L_{eq} (dBA)	L_{min} (dBA)	L_{max} (dBA)
1a	7851 Southlake Dr	Traffic	66.2	51.9	76.5
2a	17031 Ash Lane	Traffic on Ash	59.9	48.5	73.4
3a	7852 Sycamore Dr	Traffic on Sycamore Dr	54.0	48.4	67.7
4a	17091 Elm Lane	Traffic on Elm Lane	56.0	49.0	72.8
5a	7922 Cypress Dr	Traffic on Cypress Dr	58.4	48.8	72.7
6a	17101 A St (in alley)	Traffic on Beach Blvd	66.6	57.0	79.0

SOURCE: Atkins (2011).

Similarly, existing roadway noise levels were calculated for roadway segments in the BECSP EIR that are proximate to existing or future noise-sensitive uses and would receive a moderate to large share of the project trips. …

Page 4.9-4, immediately following Table 4.9-3

Two local roadways immediately adjacent to the project could be affected by the proposed project, as project trips will have direct access to the parking garages via Ash Street and Cypress Avenue. The existing roadway noise levels for these local streets are shown in Table 4.9-3a (Existing Roadway Noise

Levels along Ash Street and Cypress Street). Existing roadway noise levels on Ash Street, south of Warner Avenue, and Cypress Street, west of Beach Boulevard, are 50.7 dBA and 48.3 dBA, respectively. As shown, the 24-hour roadway noise levels are typical for urban residential areas (refer to Table 4.9-1 above for typical noise levels in an urban area).

Table 4.9-3a Existing Roadway Noise Levels along Ash Street and Cypress Street

Roadway	*Roadway Segment*	*dBA L_{dn}*
Ash Street	South of Warner	50.7
Cypress Street	West of Beach	48.3

SOURCE: Atkins (2011) (calculation data and results are provided in Appendix Ca).

Fundamentals of Environmental Groundborne Vibration

Vibration is sound radiated through the ground. …

Page 4.9-8, "Human Exposure to Noise" section, first two paragraphs

The CEQA Guidelines do not define the levels at which temporary and permanent increases in ambient noise are considered "substantial." As discussed previously in this section, a noise level increase of 3 dBA is barely perceptible to most people, a 5 dBA increase is readily noticeable, and a difference of 10 dBA would be perceived as a doubling of loudness. Based on the noise measurements shown in Table 4.9-2 and Table 4.9-2a, the average ambient noise level in the vicinity of the project area currently ranges from ~~58~~54.0 to ~~72.8~~69.7 dBA L_{eq}. Therefore, for the purposes of this EIR, a~~n~~ permanent increase of 3 dBA in ambient noise levels would be considered a significant impact.

~~Additionally,~~Temporary noise-generating activities, such as noise generated by construction activities, is regulated by the City of Huntington Beach Municipal Code. Construction activities that would occur outside the designated hours established by Section 8.40.090(d) would be potentially significant. Similarly, operational noise resulting from heating ventilation and cooling systems (HVAC), deliveries, special events, and refuse collection are also regulated by the City's Municipal Code, and noise generated by these activities that exceeds the City's established standards would be potentially significant. However, as these activities are regulated by the provisions of the Municipal Code, a significant impact would only occur if the provisions of the City's Noise Ordinance are violated.

Page 4.9-10, Table 4.9-5 and Table 4.9-6

Table 4.9-5 Noise Ranges of Typical Construction Equipment

Construction Equipment	*Noise Levels in dBA L_{eq} at 50 feet*[1]
Front Loader	73–86
Trucks	82–95
Cranes (moveable)	75–88
Cranes (derrick)	86–89
Vibrator	68–82

Table 4.9-5 Noise Ranges of Typical Construction Equipment	
Construction Equipment	***Noise Levels in dBA L_{eq} at 50 feet[1]***
Saws	72–82
Pneumatic Impact Equipment	83–88
Jackhammers	81–98
Pile Driving (peaks)	95–107
Pumps	68–72
Generators	71–83
Compressors	75–87
Concrete Mixers	75–88
Concrete Pumps	81–85
Back Hoe	73–95
Tractor	77–98
Scraper/Grader	80–93
Paver	85–88

SOURCE: USEPA 1971

Machinery equipped with noise control devices or other noise-reducing design features does not generate the same level of noise emissions as that shown in this table.

Table 4.9-6 Typical Outdoor Construction Noise Levels			
Construction Phase	***Noise Level at 50 Feet with Mufflers (dBA L_{eq})***	***Noise Level at 75 Feet with Mufflers (dBA L_{eq})***	***Noise Level at 200 Feet with Mufflers (dBA L_{eq})***
Ground Clearing	82	79	70
Excavation/Grading	86	83	74
Pile Driving	107	103	98
Foundations	77	74	65
Structural	83	80	71
External Finishing	86	83	74

SOURCE: USEPA 1971

The noise levels at the off-site sensitive uses were determined with the following equation from the HMMH *Transit Noise and Vibration Impact Assessment, Final Report*: **$L_{eq} = L_{eq}$ at 50 ft. – 20 Log(D/50)**, where L_{eq} = noise level of noise source, D = distance from the noise source to the receiver, $L_{eq\ at\ 50\ ft.}$= noise level of source at 50 feet.

Page 4.9-11, first paragraph

The closest noise sensitive receptors to the project site would be the residential uses located to the west of the site across Elm Street and the residential uses located to the west of the project site across from Ash Street and Sycamore Street, ~~as well as~~ and the residential uses to the south west across from Elm Street and Cypress Avenue. These residential uses are approximately 75 feet from the project site. Based on the information presented in Table 4.9-6, construction activity noise levels at these residential uses would be approximately 83 dBA during the excavation/grading and external finishing phases of the

proposed project, and up to 103 dBA if pile-driving activities were to occur. Additionally, the residential uses associated with the Warner Mixed-Use building would be occupied during construction of the Phase 2 development. …

Page 4.9-12, first paragraph following mitigation measure BECSP MM4.9-3

Although construction of the proposed project would generate noise levels higher than the 55 dBA exterior limit for residential properties, construction-related noise is exempt under the City's Municipal Code. Further, construction-related noise is temporary and intermittent in nature and would not generate continuous noise levels above the Municipal Code standards. Implementation of mitigation measures BECSP MM4.9-1 through BECSP MM4.9-3 and adherence to Municipal Code Section 8.40.090(d) would ensure that impacts associated with construction-related noise would be minimized. Therefore, this impact would be ***less than significant***.

Page 4.9-13, first full paragraph

The closest off-site residential uses are located approximately 75 feet from the project site. Residential uses are located to the west of the site across Elm Street and Ash Street and to the south across Cypress Avenue. The proposed project would result in an intensification of human activity at the proposed project site with the introduction of a permanent, residential population, the inclusion of a public gathering space, and additional commercial and retail activities. This could increase noise levels at the identified off-site residential receptors. Once operational, noise levels from residential and retail activities on the project site are not anticipated to be greater than the established 60 dBA limit for areas ~~with a commercial zone.~~ within a commercial zone.

Furthermore, the retail and commercial uses proposed on Beach Boulevard and Warner Avenue would be a continuation of existing retail and commercial uses at the project site and noise levels generated would not change substantially. The proposed residential uses are oriented such that courtyards and patios would be internal to the project site, which would shield the residential uses from off-site noise sources. The public gathering space would be situated at the corner of Beach Boulevard and Warner Avenue between the two proposed retail buildings, and would be surrounded on all sides by roadways and commercial uses. The orientation of existing and proposed uses would shield the adjacent residential uses from the minimal noise associated with operation of the proposed project. According to data referenced by the Environmental Protection Agency, normal human conversation produces noise levels of 65 dBA at a distance of approximately 3 feet; therefore, noise levels from human activities would be substantially reduced at the off-site uses to the south and west based on distance. As such, the introduction of new residential uses, the inclusion of a public gathering space, and an intensification of commercial and retail activities would result in a ***less than significant*** impact.

Page 4.9-13, last paragraph *[editorial-only change]*

With implementation of ~~M~~mitigation measure BECSP MM4.9-4, development within the project area would be required to shield HVAC systems such that noise attributed to such systems would not increase noise levels above City standards. In addition, implementation of mitigation measure BECSP MM4.9-5 would ensure that exterior living spaces, such as porches and patios are constructed in a manner that

noise levels, including noise from retail delivery activities do not exceed the City noise standards. Therefore, this impact would be reduced to a level of ***less than significant***.

Page 4.9-16, immediately following Table 4.9-8

Two local roadways immediately adjacent to the project could be affected by the proposed project, as project trips will have direct access to the parking garages via Ash Street and Cypress Avenue. In order to determine if the proposed project would result in significant increases in roadway noise levels, the existing roadway noise levels are compared to the noise levels that would occur under existing conditions with the proposed project traffic volumes. The information presented below shows the traffic volumes resulting from the addition of traffic from the proposed project (i.e., mixed-use and residential commercial) to existing traffic conditions.[22a] However, it should be noted that this analysis is hypothetical, because the actual build-out and occupancy of the project is the year 2019. As shown in Table 4.9-8a (Existing Plus Project Roadway Noise Levels along Ash Street and Cypress Street), implementation of the proposed project would result in a decrease in local roadway noise levels as traffic volumes are anticipated to decrease under the hypothetical Existing Plus Project Scenario.

Table 4.9-8a Existing Plus Project Roadway Noise Levels along Ash Street and Cypress Street

Roadway	*Existing 2011*	*With Project 2011*	*Project-Related Increase*	*Significance Threshold1*	*Exceeds Significance Threshold?*
Ash Street	50.7	50.4	-0.3	3.0	No
Cypress Street	48.3	48.0	-0.3	3.0	No

SOURCE: Atkins (2011) (calculation data and results are provided in Appendix Ca).

Impact 4.9-4 **Increased human activity associated with the operation of the proposed project would not result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project. This would be a *less than significant* impact.**

As described in Chapter 3 (Project Description), the proposed project would serve as a mixed-use residential and retail center. The proposed project would involve the use of HVAC systems; however, noise levels from HVAC systems are regulated by the City of Huntington Beach, and implementation of ~~M~~mitigation measure BECSP MM4.9-4 would ensure that the use of HVAC systems would not result in a substantial increase in ambient noise levels. According to data referenced by the EPA, normal human conversation produces noise levels of 65 dBA at a distance of approximately 3 feet. The closest off-site sensitive receptors are located to the west of the site across Elm Street and the residential uses located to the west of the project site across from Ash Street and Sycamore Street, as well as the residential uses to the south west across from Elm Street and Cypress Avenue. These residential uses are approximately 75 feet from the project site. As previously described, noise levels associated with new residential uses, the proposed public gathering space, and additional retail activities are not anticipated to be greater than the established 60 dBA limit in a commercial zone. The orientation of existing and proposed uses would shield the adjacent residential uses from the minimal noise associated with operation of the proposed project, and noise levels would be reduced at off-site residential uses by approximately 5 to 10 dBA. As

the new noise sources would be shielded and located approximately 75 feet from the nearest off-site receptor, nNoise associated with typical retail activities would attenuate at a rate of 6 dBA per doubling of distance to levels below 50 dBA at 75 feet away, which would be below the City of Huntington Beach Noise Ordinance Exterior Noise Standards. Additionally, the proposed project would be required to comply with Policy N 1.5.1 of the City's General Plan Noise Element, which requires that commercial and residential mixed-use structures minimize noise transmission through the use of materials that would mitigate sound transmission, or through the configuration of interior spaces to minimize sound amplification. Therefore, noise levels resulting from an increase in human activity at the proposed project site would not substantially increase the ambient noise levels to noise sensitive receptors on- or off-_site, and this impact would be considered ***less than significant***.

[22a] 2008 traffic conditions are utilized because this was the baseline year for the traffic evaluation utilized in the BECSP EIR.

Page 4.9-17, following Impact 4.9-5

Construction

Construction activities would represent a substantial temporary or periodic increase in ambient noise levels. ~~As discussed previously under "Thresholds of Significance," this analysis assumes that an increase of 3.0 dBA or greater over ambient noise levels is substantial and significant.~~ As shown in Table 4.9-2, the highest existing daytime ambient noise level monitored in the project vicinity was 69.7 dBA L_{eq} at 16773 Beach Blvd. Table 4.9-2a shows that highest measured noise levels at the closest noise sensitive receptors to the project site was 66.6 dBA L_{eq} at 17101 Ash Street. Construction activities could reach ~~86~~83 dBA at 50 feet, and up to 103 dBA if pile driving activities were to occur. As such, the noise generated by construction activities for the proposed project could result in a temporary increase in ambient noise levels ~~of over 3 dBA~~ at uses adjacent to the project site. ~~However,~~

Therefore, as the construction activities would only occur during the permitted hours designated in the City of Huntington Beach Municipal Code, and thus would not occur during recognized sleep hours for residences or on days that residents are most sensitive to exterior noise (Sundays and holidays). While noise levels would potentially result in minor annoyance, the noise levels would be temporary and intermittent in nature, as construction activities would not occur continuously during allowable days, and would not result in a hazardous situation. As such, while an increase in ambient noise levels could occur from the construction activities associated with the proposed project, an adverse effect on the nearby residents would not occur because construction noise is not restricted pursuant to the Municipal Code as long as it occurs during permitted hours. Implementation of mitigation measures BECSP MM4.9-1 through BECSP MM4.9-3 would further reduce this impact to ***less than significant***.

Operation

Operation of the proposed project would not include special events or temporary activities that would cause an increase in ambient noise levels. As previously described, noise levels associated with new residential uses, the proposed public gathering space, and additional retail activities are not anticipated to be greater than the established 60 dBA limit in a commercial zone. These noise levels are within the range of existing ambient noise levels and would not result in temporary increases in noise levels that

would result in impacts to on- or off-site noise sensitive receptors. In addition, operation of the proposed project would not require periodic use of special stationary equipment that would expose off-site sensitive receptors to an increase in ambient noise levels above those existing without the proposed project. Impact 4.9-1 and Impact 4.9-4 evaluate the potential for mechanical equipment, which would be assumed to be a constant/permanent source of ambient noise levels, attributable to the proposed project to increase ambient noise levels. Therefore, there would be no temporary or periodic noise increases to on- or off-site receptors due to operation of the proposed project. This impact would be ***less than significant***.

Page 4.9-21 to 4.9-22, Section 4.9.5

Arcadia, City of. *Final Environmental Impact Report for The Shops at Santa Anita*, February 2007.

Austin-Foust Associates. *Beach-Edinger Corridors Specific Plan Area: Traffic Analysis for Beach-Warner Project*, ~~August 19, 2010~~September 27, 2011.

…

World Health Organization. *Guidelines for Community Noise*. Geneva, 1999. http://www.who.int/docstore/peh/noise/guidelines2.html (accessed July 29, 2011).

Page 4.10-2, last paragraph

The City's Zoning Code, as well as ~~Section~~ BECSP Section 2.2.3 (Affordable Housing Requirements) requires 10 percent of all new residential construction consisting of three or more units to be affordable housing units. However, for projects located within a redevelopment project area, BECSP Section 2.2.3 requires that 15 percent of all new residential construction be affordable. With the required affordable housing component, the project would allow for the development of housing that meets the needs of the community, consistent with Policies 2.2 and 3.1 of the City's General Plan Housing Element. Consequently, the proposed project would not conflict with any of the applicable General Plan policies.

Page 4.11-13, first paragraph

The OVSD currently operates 11 elementary schools, 4 middle schools, and 2 preschools.[53] The OVSD has a current enrollment of approximately 9,503 students.[54] The project site would be served by Oak View Elementary School (grades K–5) and Mesa View Middle School (grades 6, 7, and 8). Oak View Elementary School has a current enrollment of ~~829~~ 796 students and a capacity of 848 students.[55] Mesa View Middle School has a current enrollment of ~~744~~ 748 students and a capacity of 840 students.[56] As such, n~~N~~either school located within the OVSD that serves the project site is overcrowded at this time. Per OVSD, the current level of enrollment within the school district has been declining in recent years and this decline is expected to continue for the next several years. The OVSD does not anticipate an immediate change in the enrollment patterns. Due to the expected declining enrollment, new students from this development would not result in overcrowding and would likely help offset the current declining enrollment.[57] There are currently no plans for the addition of new schools within the District.

[55] ~~Education Data Partnership, Schools Reports, Oak View Elementary School, http://www.ed-data.k12.ca.us/Navigation/fsTwoPanel.asp?bottom=%2Fprofile%2Easp%3Flevel%3D07%26reportNumber%3D16 (accessed October 20, 2010).~~William V. Loose, written correspondence from Assistant Superintendent, Administrative Services, Ocean View School District, Response to Draft Environmental Impact Report for the Beach and Warner Mixed-Use Project (Report 10-003) (February 16, 2011).

[56] ~~Education Data Partnership, Schools Reports, Oak View Elementary School, http://www.ed-data.k12.ca.us/Navigation/fsTwoPanel.asp?bottom=%2Fprofile%2Easp%3Flevel%3D07%26reportNumber%3D16 (accessed October 20, 2010).~~William V. Loose, written correspondence from Assistant Superintendent, Administrative Services, Ocean View School District, Response to Draft Environmental Impact Report for the Beach and Warner Mixed-Use Project (Report 10-003) (February 16, 2011).

Pages 4.11-15 to 4.11-16, last three paragraphs (Code requirement number change is editorial only)

BECSP CR4.11-~~1~~2 The project Applicant shall pay all applicable development impact fees in effect at the time of building permit issuance to the Ocean View School District to cover additional school services required by the new development. These fees are currently $1.~~37~~60 per square foot (sf) of accessible interior space for any new residential unit and $0.~~22~~26 per sf of covered floor space for new commercial/retail development.

BECSP CR4.11-~~2~~3 The Applicant shall pay all applicable development impact fees in effect at the time of building permit issuance to the Huntington Beach Union High School District to cover additional school services required by the new development. These fees are currently $2.97 per square foot (sf) of accessible interior space for any new residential unit and $0.47 per sf of covered floor space for new commercial/retail development.

As discussed above, both the HBUHSD and the OVSD have capacity to serve students generated by the proposed project. With implementation of code requirements BECSP CR4.11-~~1~~2 and BECSP CR4.11-~~2~~3, fees collected under the authority of SB 50 would offset any increase in educational demand at the elementary school, middle school, and high school serving the project site. Therefore, implementation of the proposed project would not require any new or physically altered school facilities to serve the project, the construction of which could result in significant environmental impacts. This impact would be ***less than significant***.

Page 4.11-18, second paragraph

The Huntington Beach Public Library system currently has a full-time staff of ~~37~~ 26 (with potential to fill up to three existing vacancies) and approximately 100 part-time staff members (volunteers).[61] The City does not have a library service ratio standard and uses the state's standard to determine the level of service for libraries. According to the State of California, there should be an average service ratio of approximately 0.00036 full-time employees per resident.[62] This equates to ~~(or~~ 73 full-time library staff members in the Huntington Beach Public Library system based on resident population~~)~~.[63] As part-time staff members work on a volunteer basis, there is no full-time employee equivalent to their hours spent, and the approximate, 100 part-time staff members are not considered when determining the need for full-time library staff members. Therefore, to currently meet the state standard of 73 full-time library staff members, the City of Huntington Beach would need to hire an additional ~~36~~ 47 full-time employees to serve the current population of 203,484. Implementation of the proposed project ~~would add~~could result in 745 additional residents to the City increasing the population to 204,229. This would require 74 full-

time library staff according to the state standards and the City of Huntington Beach would need to hire an additional ~~37~~ 48 full-time employees to serve the ~~current~~ population of ~~203,484~~204,299.

[61] ~~City of Huntington Beach, Section 4.11 (Public Services), Beach and Edinger Corridors Specific Plan Environmental Impact Report (August 2009).~~Stephanie Beverage, written communication from Library Services Director (January 31, 2011).
[62] California Libraries. Based on average service ratios of ten cities in California.
[63] ~~California Libraries. Based on average service ratios of ten cities in California. Full-time employees required for total population: 0.00036 full-time staff/resident x 203,484 residents = 73 full-time staff required.~~Based on 2010 California Department of Finance population estimate of 203,484 for the City of Huntington Beach. Full-time employees required for total population: 0.00036 full-time staff/resident x 203,484 residents = 73 full-time staff required.

Page 4.11-20, first paragraph following Impact 4.11-4

The closest library to the project site is the Oak View Branch Library approximately 0.29 southwest from the site and the Central Library and Cultural Center is located 1.8 southwest of the project site. The two libraries have an extensive collection which can meet the demands of future residents of the proposed project. Additionally, the project site, like all areas of the City, is served by all five branches of the Huntington Beach Public Library system. Combined, these libraries have a collection of 431,304 items. According to California Library Statistics, there should be an average service ratio of about 0.00036 full-time employees per resident. The Huntington Beach Public Library currently has a staff of ~~37~~26, which does not meet this ratio. Based on the City's ~~current~~ 2010 population of 203,484 residents, an additional ~~36~~ 47 full-time staff members would need to be hired in order to meet to this standard. The proposed project would increase the population of Huntington Beach by ~~a maximum of~~ approximately 745 residents increasing total population to 204,229. This increase in population associated with the proposed project would result in the need for ~~just under~~ 1 additional staff member over the existing need for 47 full-time staff members to meet state standards, and, therefore, would not be substantial.

Page 4.12-1, third paragraph

The City of Huntington Beach's Community Services Department operates 73 parks totaling approximately ~~752~~747 acres, 169 playground apparatus, and irrigation systems.[64] The locations and acreages of these parks are provided in Table 4.12-1 (Huntington Beach Park and Open Space Inventory). Many of the parks have grass fields and landscaping devoted to sports, picnicking, and general enjoyment of the outdoor environment. The City classifies these parks into four categories, based primarily on their size, as follows:

[64] City of Huntington Beach, Updated Park/Open Space Inventory (September ~~2010~~2011); Written communication between Dominguez, David (City of Huntington Beach Community Services) and Villasenor, Jennifer (City of Huntington Beach Planning and Building Department) (October 2010).

Page 4.12-4, Table 4.12-1

Table 4.12-1 Huntington Beach Park and Open Space Inventory

	Park Name	Park Type	Address/Location	Total Acreage
…				
71	Wardlow Park	N	19761 Magnolia Street	8.36
72	Wieder Park	N	16662 Lynn Lane	4.80
73	Worthy Community Park	C	1831 17th Street	~~11.33~~6.61
			Subtotal of Parks	*~~752.09~~747.31**
Beaches				
	City Owned	R	Beach Blvd. to Main St.	65.25
	City Leased	R	Main St. N to Seapoint Ave	85.57
			Subtotal of Beaches	*150.82*
Other Recreational Facilities				
	Meadowlark GC	S	16782 Graham St	98.00
	City Gym and Pool		1600 Palm Ave.	0.50
	Rodgers Senior Center		1706 Orange Ave.	2.01
			Subtotal of Other Recreational Facilities	*100.51*
			Total of all Parks and Open Space	***~~1003.42~~998.64****

SOURCES: City of Huntington Beach, Updated Park/Open Space Inventory (September ~~2010~~2011). Written communication between Dominguez, David (City of Huntington Beach Community Services), and Villasenor, Jennifer (City of Huntington Beach Planning and Building Department), October 2010.

* Effective August 22, 2011, the City of Huntington Beach annexed the Sunset Beach Community, adding Sunset Beach Greenbelt (6.41 acres), 11th Street Beach Park (0.17 acre), and additional beach acreage (approximately 59 acres) to the City's Park and Open Inventory, increasing the City's total park and open space acreage to 1,062 acres. However, because the annexation occurred after publication of the DEIR, park and open space acreages have not been updated in this table.

As shown in Table 4.12-1, in addition to the roughly ~~752~~747 acres of parks and public facilities, the 98-acre Meadowlark Golf Course, the 0.5-acre City Gym and Pool, and the approximately 2-acre Rodgers Senior Center as well as approximately 150 acres of beach and open space areas provide for a total of approximately ~~1,003~~999 acres of recreational space within Huntington Beach.[65]

The General Plan has established a "parkland to population" ratio of 5 acres per 1,000 persons. The California Department of Finance (DOF) estimates a population of 203,484 for the City of Huntington Beach in 2010. Based on this population estimate, the City currently has a ratio of approximately 4.9 acres of parkland per 1,000 persons, slightly under the City's adopted park standard.[66,66a]

[65] City of Huntington Beach, Updated Park/Open Space Inventory (September ~~2010~~2011); Written communication between David Dominguez (City of Huntington Beach Community Services) and Jennifer Villasenor (City of Huntington Beach Planning and Building Department) (October 2010).

…

[66a] With annexation of the Sunset Beach community, effective August 22, 2011, the City' parkland to population ratio increased to 5.19 acres per 1,000 persons, based on the associated increase of 1,300 new residents and 63 acres of park and open space in the City, exceeding the City's adopted park standard. However, because the annexation occurred after publication of the DEIR and does not change the significance conclusions made in the EIR, park and open space acreages have not been updated in section.

Page 4.12-7, Impact 4.12-1 analysis, second paragraph

As shown in Table 4.12-1, there are approximately ~~1,003.42~~999 acres of recreational space within the City of Huntington Beach including approximately ~~752~~747 acres of parks and public facilities, approximately 150.8 acres of beach and open space areas and the 98-acre Meadowlark Golf Course, as well as 2 acres of other recreational facilities.[69] …

[69] City of Huntington Beach, Updated Park/Open Space Inventory (September ~~2010~~2011); Written communication between David Dominguez (City of Huntington Beach Community Services) and Jennifer Villasenor (City of Huntington Beach Planning and Building Department) (October 2010).

Page 4.12-8, first full paragraph *[editorial-only change]*

Future development on the project site would be required to satisfy Chapter 230.20 of the City's Zoning and Subdivision Ordinance, which requires the payment of a park fee. … Additionally, the provision of public open space and the payment of the park fee required by ~~project~~ code requirement Project CR4.12-1 would reduce a potential impact to recreation and would ensure that requirements of the BECSP and the General Plan are satisfied. Therefore, the City would have adequate parkland to serve the needs of existing and future residents, and the proposed project would not result in the increased use of existing parks such that substantial physical deterioration of the facility would occur or be accelerated. This impact is considered ***less than significant***.

Pages 4.12-8 to 4.12-9, last paragraph *[editorial-only change]*

Implementation of the proposed project would result in the development of a residential mixed-use community, which includes a total of 75,000 sf of public open space and 15,800 sf of private open space. Construction of these recreational amenities would occur as part of the project, the direct physical effects of which are included as part of the overall construction scenario. The construction impacts anticipated from implementation of the proposed project have been analyzed throughout the technical sections of this EIR. Implementation of ~~project~~ code requirement Project CR4.12-1 and mitigation measures described throughout other sections of this EIR would reduce construction impacts. As such, effects of construction activities associated with development of recreational facilities under the proposed project would be ***less than significant***.

Pages 4.12-9, Section 4.9.5 (References)

———. Updated Park/Open Space Inventory~~. August~~, September 2011.

Page 4.13-1, first paragraph

This EIR section analyzes the potential for adverse impacts on existing transportation and traffic conditions resulting from implementation of the proposed project. Data used to prepare this section were taken from the City's General Plan Circulation Element, *Beach-Edinger Corridors Specific Plan Area Traffic Analysis for Beach-Warner Project* dated ~~December 8, 2010~~September 27, 2011 (Appendix D), and the *Beach Boulevard and Edinger Avenue Corridors Specific Plan Traffic Study* dated August 2009. In addition, analysis and findings from the *Beach and Edinger Corridors Specific Plan EIR*, which was certified in December 2009, was used where appropriate. Full bibliographic entries for all reference materials are provided in Section 4.13.5 (References) at the end of this section.

Page 4.13-5, following second full paragraph

The criterion for a significant impact is an ICU increase of one percent or more. A determination is carried out by summing the project traffic ICU contribution to each critical movement (such as left turns within an intersection) in the ICU calculation to three decimal places (i.e., one decimal place for a percentage value).

Existing Year 2008 Intersection Operating Conditions

The existing ICU values and LOS for intersections in close proximity to the project site included in Table 4.13-1a (Existing [2008] ICU Summary) are taken from the BECSP Traffic Study prepared in 2009 for the BESCP Program EIR. The BECSP Traffic Study includes as a baseline traffic conditions at the time the notice of preparation (NOP) was prepared for the BECSP Program EIR which included the proposed project. The NOP released July 31, 2008, is included as Appendix A2 of the BECSP Program EIR. Accordingly, existing year traffic conditions are for year 2008.

As shown in Table 4.13-1a, the intersections of Beach Boulevard and Warner Avenue and Beach Boulevard and Slater Avenue operate at an acceptable LOS during both the AM and PM peak hours under existing year 2008 conditions.

Table 4.13-1a Existing (2008) ICU Summary

Intersection	AM Peak Hours		PM Peak Hours	
	ICU	LOS	ICU	LOS
Beach Boulevard and Warner Avenue	.69	B	.89	D
Beach Boulevard and Slater Avenue	.80	C	.82	D

SOURCE: Austin-Foust Associates, Inc., *Beach-Edinger Specific Plan Area Traffic Analysis for Beach-Warner Project* (September 27, 2011), Table 4.

Future Year 2030 Intersection Operating Conditions

The 2030 ICU values and LOS with the BECSP for intersections in close proximity to the project site are included in Table 4.13-2 (2030 ICU Summary). As shown in Table 4.13-2, the intersection of Beach Boulevard and Warner Avenue shows a PM deficiency (LOS E) and Beach Boulevard at Slater Avenue operates at an acceptable LOS (LOS D) in 2030 with the BECSP.

Table 4.13-2 2030 ICU Summary				
	AM Peak Hours		PM Peak Hours	
Intersection	ICU	LOS	ICU	LOS
Beach Boulevard and Warner Avenue	0.78	C	0.95	E
Beach Boulevard and Slater Avenue	0.86	D	0.90	D

SOURCE: Austin-Foust Associates, Inc., *Beach ~~and~~ Edinger Specific Plan Area Traffic Analysis for Beach-Warner Project* (~~December 8, 2010~~September 27, 2011), Table 4.

Page 4.13-6, "Existing Conditions" section

The trip generation for the project site is summarized in Table 4.13-3 (Trip Generation Comparison for Beach and Warner Project), along with existing trip generation based on the existing land uses. Trip generation for the existing land uses were estimated by applying general category trip rates to the existing land uses and assuming full occupancy of these uses. This same procedure is then applied to the proposed land uses to estimate future trip generation. Discounts are not taken for underutilized commercial space, as market conditions fluctuate over time and cannot be predicted for future years. This method ensures that a worst-case scenario (i.e., highest trip generation) is used in the traffic analysis for the future timeframe. However, for informational purposes, existing trip generation for 2008 conditions based on vacancy rates at the project site in 2008 provided to the City by the project site's property manager has been provided in Table 4.13-3. As shown in Table 4.13-3, the difference in trip generation between existing conditions with full occupancy and existing with conditions with 2008 occupancy is too small to produce a significant change in volumes or intersection ICU results. A detailed land use and trip generation summary, including trip generation rate sources, can be found in the traffic study (Appendix D).

Page 4.13-6, "Specific Plan" section

Table 4.13-3 compares the estimated number of trips generated by the proposed project ~~based~~ to the estimated number of trips generated by land uses approved under the BECSP for the project site.[72] As shown in Table 4.13-3, the proposed project generates fewer AM peak hour trips (700 trips versus 748 trips), fewer PM peak hour trips (829 trips versus 1,062 trips), and fewer daily trips (8,210 trips versus 12,965 trips). The proposed project would result in 6 percent decrease in AM peak hours, a 22 percent decrease in PM peak hours, and an overall 46 percent reduction of ADT.

Page 4.13-7, Table 4.13-3

Table 4.13-3 Trip Generation Comparison for Beach and Warner Project								
		Peak Hour						
		AM			PM			
Project Description	Amount (sf)	In	Out	Total	In	Out	Total	ADT
Proposed Project (Existing development to remain and new construction)								
Office Tower (Existing)	196,000	267	37	***304***	49	243	***292***	2,158

Table 4.13-3 Trip Generation Comparison for Beach and Warner Project

Project Description	Amount (sf)	Peak Hour AM In	Peak Hour AM Out	Peak Hour AM Total	Peak Hour PM In	Peak Hour PM Out	Peak Hour PM Total	ADT
General Commercial (Existing)	13,414	8	5	***13***	25	25	***50***	576
High-Turnover Restaurant (Existing)	12,322	74	68	***142***	81	56	***137***	1,567
General Commercial	29,600 sf	18	12	***30***	54	56	***110***	1,271
Restaurant	6,000	36	33	***69***	40	27	***67***	763
Mixed-Use Residential	279 du	28	114	***142***	112	61	***173***	1,875
Project Trip Generation Total		***431***	***269***	***700***	***361***	***468***	***829***	***8,210***
Existing Conditions with Full Occupancy								
General Commercial (Existing)	13,414	8	5	***13***	25	25	***50***	576
High-Turnover Restaurant	18,322	110	101	***211***	121	84	***205***	2,329
Office Tower	196,000	267	37	***304***	49	243	***292***	2,158
Single-Story Office	24,200	29	6	***35***	7	24	***31***	309
Health/Fitness Club	42,343	26	32	***58***	85	64	***149***	1,394
Movie Theater	26,730	0	0	***0***	155	10	***165***	2,087
Existing Trip Generation Total with Full Occupancy		***440***	***181***	***621***	***442***	***450***	***892***	***8,853***
Net Change from Existing with Full Occupancy		-9	88	***79***	-81	18	***-63***	**-643**
% Difference from Existing with Full Occupancy				***13%***			***-8%***	**-7%**
Existing Conditions with 2008 Occupancy*								
General Commercial (Existing)	13,414	8	5	***13***	25	25	***50***	576
High-Turnover Restaurant	18,322	110	101	***211***	121	84	***205***	2,329
Office Tower	196,000	267	37	***304***	49	243	***292***	2,158
Single-Story Office	24,200	20	4	***24***	5	17	***22***	215
Health/Fitness Club	42,343	26	32	***58***	85	64	***149***	1,394
Movie Theater	26,730	0	0	***0***	155	10	***165***	2,087
Existing Trip Generation Total with 2008 Occupancy		***431***	***179***	***610***	***440***	***443***	***883***	***8,759***
Net Change from Existing with 2008 Occupancy		0	90	***90***	-79	25	***-54***	**-549**
% Difference from Existing with 2008 Occupancy				***13%***			***-7%***	**-7%**
Approved BECSP Land Uses for the Project Site								
Mixed-Use Residential	272 du	27	112	139	109	60	169	1,828
Mixed-Use Commercial	15,000	14	13	27	19	20	40	602
General Commercial	242,340	308	274	582	419	434	853	12,965
Approved BECSP Land Uses Trip Generation Total		~~***431***~~ ***349***	~~***269***~~ ***399***	~~***700***~~ ***748***	~~***361***~~ ***547***	~~***468***~~ ***514***	~~***829***~~ ***1,062***	~~***8,210***~~ ***15,395***
Net Change from Approved BECSP		82	-130	***-48***	-186	-46	***-233***	**-7,185**
% Difference from Approved BECSP				***-6%***			***-22%***	**-46%**

Table 4.13-3 Trip Generation Comparison for Beach and Warner Project

Project Description	Amount (sf)	Peak Hour AM In	AM Out	AM Total	PM In	PM Out	PM Total	ADT

SOURCES: Austin-Foust Associates, Inc., *Beach-Edinger Corridors Specific Plan Area Traffic Analysis for Beach-Warner Project* (~~December 20, 2010~~September 27, 2011), Tables 1 and 2.

ADT = average daily traffic; du = dwelling unit; sf = square feet

* 2008 vacancy rate information was provided to the City by the site's property manager and shows a 13 percent vacancy rate for the office tower, consistent with average vacancy rate assumed in the ITE 8th Edition (12 percent) trip generation rate for this land use. Existing mixed use commercial has a 31 percent vacancy rate, which is greater than what the ITE trip generation rate assumes for commercial uses (10 to 15 percent).

Page 4.13-10, first paragraph

The following thresholds of significance are based on Appendix G of the ~~2010~~2011 CEQA Guidelines. For purposes of this EIR, implementation of the proposed project may have a significant adverse impact on transportation/traffic if it would do any of the following:

Page 4.13-11, Table 4.13-4 source

Table 4.13-4 ADT Volume Summary

Location	2030 BECSP ADT Volume	2030 ADT Volume with Proposed Project	% Change
Beach Boulevard north of Warner Avenue	66,000	63,845	-3%
Beach Boulevard south of Warner Avenue	64,000	62,707	-2%
Warner Avenue west of Beach Boulevard	40,000	38,204	-4%
Warner Avenue east of Beach Boulevard	43,000	41,060	-4%

SOURCE: Austin-Foust Associates, Inc., *Beach ~~and~~ Edinger Specific Plan Area Traffic Analysis for Beach-Warner Project* (~~December 20, 2010~~September 27, 2011).

Pages 4.13-11 to 4.13-12, last paragraph

~~On~~According to the Traffic Study, two local roadways immediately adjacent to the project site will be affected by the proposed project; Ash Street, south of Warner Avenue, and Cypress Avenue, west of Beach Boulevard, ~~where~~as project trips will have direct access to proposed parking garages ~~would be available, the proposed project would result in a decrease in ADT over existing 2010 volumes. Based on existing residential land uses located along~~ via these roadways~~, 2010 ADT volumes are 567 trips on Ash Street and 328 trips on Cypress Avenue. The proposed project would result in a 6 percent decrease in daily trips (37 trips) on Ash Street and a 7 percent decrease in daily trips (22 trips) on Cypress Street. As such~~. However, the local roadways will not experience a significant differen~~ce~~t from ~~existing~~ conditions that existing today.[73a] Cypress Avenue will have higher peak hour volumes due to the additional residential uses at this location; however, the magnitude of change is small. Traffic traveling through the residential areas of Ash Street and Cypress Avenue is not expected to increase as adequate access is provided to and from the site and the ~~proposed project would slightly decrease trips on these local roadways.~~net change in trip generation for the project site is minimal. Therefore, the proposed project is not anticipated to cause any measurable increases in traffic on Ash Street south of the project site or along Cypress Avenue west of the project site.

[73a] Austin-Foust Associates, Inc., *Beach-Edinger Specific Plan Area Traffic Analysis for Beach-Warner Project* (September 27, 2011).

Page 4.13-12, third and fourth full paragraphs

Although mitigation is not a project responsibility, as required by mitigation measures BECSP MM4.13-1 through BECSP MM4.13-~~14~~18, the proposed project will be subject to its fair-share contribution towards future improvements to the area roadway system. This contribution, and therefore satisfaction of mitigation, would reduce the project's impacts on the area roadway system to a less than significant level as determined in the certified BECSP Program EIR. As the proposed project is substantially consistent with the project contemplated in the BECSP EIR and would not result in additional ADT above that in the BECSP EIR, the proposed project is considered consistent with the analysis in the BECSP EIR and would result in less than significant impacts.

Therefore, impacts from the proposed project are considered ***less than significant*** with the implementation of mitigation measures BECSP MM4.13-1 through BECSP MM4.13-~~14~~18.

Page 4.13-13, following mitigation measure BECSP MM4.13-11

BECSP MM4.13-11 For future projects that occur within the Specific Plan area, the project applicant(s) shall make a fair share contribution for the addition of a third westbound through lane to the intersection of Beach Boulevard at Edinger Avenue. Implementation of this improvement would require Caltrans approval.

BECSP MM4.13-12 For future projects that occur within the Specific Plan area, the project applicant(s) shall make a fair share contribution for the addition of a separate southbound right-turn lane to the intersection of Beach Boulevard at Bolsa Avenue. Implementation of this improvement would require Caltrans approval.

BECSP MM4.13-13 For future projects that occur within the Specific Plan area, the project applicant(s) shall make a fair share contribution for the addition of a second westbound left-turn lane to the intersection of Beach Boulevard at Talbert Avenue. Implementation of this improvement would require Caltrans approval.

BECSP MM4.13-14 For future projects that occur within the Specific Plan area, the project applicant(s) shall make a fair share contribution for the addition of a de facto westbound right-turn lane to the intersection of Beach Boulevard at Talbert Avenue. Implementation of this improvement would require Caltrans approval.

BECSP MM4.13-~~12~~15 For future projects that occur within the Specific Plan area, the project applicant(s) shall make a fair share contribution for the conversion of a separate westbound right-turn lane to a de facto right-turn lane at the intersection of Newland Street at Warner Avenue.

BECSP MM4.13-~~13~~16 For future projects that occur within the Specific Plan area, the project applicant(s) shall make a fair share contribution for the addition of a third westbound through lane to the intersection of Newland Street at Warner Avenue.

BECSP MM4.13-~~14~~17 For future projects that occur within the Specific Plan area, the project applicant(s) shall make a fair share contribution for the addition of a separate southbound right-turn lane to the intersection of Beach Boulevard at ~~Bolsa~~McFadden Avenue. Implementation of this improvement would require Caltrans ~~approval~~and City of Westminster approvals.

BECSP MM4.13-18 For future projects that occur within the Specific Plan area, the project applicant(s) shall make a fair share contribution for the addition of a separate northbound right-turn lane to the intersection of Beach Boulevard at McFadden Avenue. Implementation of this improvement would require Caltrans and City of Westminster approvals.

Impact 4.13-2 Under existing year 2008 conditions, implementation of the proposed project would not conflict with the City's acceptable LOS standard of D or better identified in Policy CE 2.1.1 of the General Plan for the performance of the project area roadway system. This impact is considered less than significant.

The purpose of the Existing Plus Project analysis is to comply with CEQA, which requires that the baseline for assessing environmental impacts is the existing conditions at the time the NOP is prepared. As previously disclosed, the NOP for the BECSP Program EIR which included the proposed project was released July 31, 2008. Accordingly, this analysis is based on existing year 2008 traffic volumes taken from the BECSP Traffic Study and provided in Table 4.13-1a, plus traffic generated by the proposed project (i.e., residential with mixed-use commercial), which represents existing year 2008 with project traffic volumes. However, it should be noted that this analysis is hypothetical because the actual build-out and occupancy of the project is year 2017.

To derive existing year 2008 with-project volumes, the project-only peak hour intersection volumes are added to the existing (no-project) intersection volumes. Table 4.13-3 summarizes the increase in trip generation due to the proposed project compared to existing conditions on the project site. The existing trip generation, based on existing land uses on the project site, assuming fully occupancy of these uses, is first estimated, and this amount is then subtracted from the proposed project trip generation. The result is the project's increase in trip generation and these volumes are then assigned to the street system using the trip distribution presented earlier in this section (refer to Figure 4.13-2).

As previously discussed, discounts are not taken for underutilized commercial space, as market conditions fluctuate over time and cannot be predicted for future years. This method ensures that a worst-case scenario (i.e., highest trip generation) is used in the traffic analysis for the future time frame. However, for informational purposes, existing trip generation for 2008 conditions based on vacancy rates at the project site in 2008 provided to the City by the project site's property manager has been provided in Table 4.13-3. As shown in Table 4.13-3, the difference in trip generation between existing conditions with full occupancy and existing with conditions with 2008 occupancy is too small to produce a significant change in volumes or intersection ICU results. As a result, the Existing plus Project analysis assume full occupancy of the existing land uses, consistent with the approach used in 2030 impact analysis.

As shown in Table 4.13-3, implementation of the proposed project would result in a net decrease of 643 daily trips, an increase of 79 trips in the AM peak hour and a decrease of 63 trips in the PM peak hour compared to existing conditions. According to the traffic analysis, this change in ADT volumes is too small of a magnitude to produce a significant change in ADT volumes on the surrounding streets.

Table 4.13-5 (Existing Year [2008] With and Without Project ICU Comparison) summarizes the existing-plus-project ICU values and LOS, and provides a comparison against the existing (no-project)

conditions. As can be seen in Table 4.13-5, the proposed project would result in a decline in the LOS at the intersection of Beach Boulevard and Slater Avenue during the AM peak hour from LOS C to LOS D; however, all intersections would continue to operate at acceptable LOS with implementation of the proposed project under existing conditions. As such, the proposed project would not result in significant impacts under existing year 2008 conditions; a ***less than significant*** impact would occur, and no mitigation is required.

Table 4.13-5 Existing Year (2008) With and Without Project ICU Comparison

Intersection	Without Project				With Project			
	AM Peak Hours		PM Peak Hours		AM Peak Hours		PM Peak Hours	
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
Beach Boulevard and Warner Avenue	0.69	B	0.89	D	0.69	B	0.89	D
Beach Boulevard and Slater Avenue	0.80	C	0.82	D	0.81	D	0.82	D

SOURCE: Austin-Foust Associates, Inc., *Beach-Edinger Specific Plan Area Traffic Analysis for Beach-Warner Project* (September 27, 2011), Table 4.

Impact 4.13-~~2~~3 **Construction of the proposed project would not cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system. This impact is considered *less than significant*.**

Page 4.13-14, Impact 4.13-3

Impact 4.13-~~3~~4 **Implementation of the proposed project would not conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways. This would be a *less than significant* impact.**

Page 4.13-15, Impact 4.13-4

Impact 4.13-~~4~~5 **Implementation of the proposed project would not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment) with the implementation of code requirements. This would be a *less than significant* impact.**

Page 4.13-16, second paragraph

Parking for the Warner Mixed-Use building would be provided in a new internal two-level, 55-stall parking structure (~~one-level below grade, one~~two levels above grade). Additional parking would be provided in the existing six-story, 863-stall parking structure immediately south of the proposed mixed-use building. …

Page 4.13-17, Impact 4.13-5

Impact 4.13-~~5~~6 Implementation of the proposed project would not result in inadequate emergency access. This would be a *less than significant* impact.

Page 4.13-17, Impact 4.13-6

Impact 4.13-~~6~~7 Implementation of the proposed project would not result in inadequate parking capacity. This would be a *less than significant* impact.

The amount of parking provided on the project site would be designed to comply with the Parking Regulations established in BECSP Section 2.1.5 for the Neighborhood Center designation. … Parking for the Warner Mixed-Use building would be provided in a new internal two-level, 55-stall parking structure (~~one level below grade, one~~two levels above grade). Additionally, parking for the Warner Mixed-Use building would be provided in the existing six-story, 863-stall parking structure immediately south of the proposed building. …

Page 4.13-18, Impact 4.13-7

Impact 4.13-~~7~~8 Implementation of the proposed project would not conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks). This would be a *less than significant* impact.

Page 4.13-19, first paragraph following threshold

Impacts related to the proposed project's generation of traffic that could lead to a conflict with an established measure of effectiveness for project area intersections were found to be less than significant. The impacts associated with implementation of the BECSP were found to be less than significant with incorporation of mitigation. Mitigation measures BECSP MM4.13-1 through BECSP MM4.13-14 required in BECSP EIR Section 4.13 set forth the payment of fair-share impact fees to fund future intersection roadway improvements.

Under 2030 conditions, implementation of the mitigation measures BECSP MM4.13-1 through BECSP MM4.13-~~14~~18 would ensure that five of the seven impacted intersections (as identified in the BECSP EIR) have acceptable ICU values (LOS C or LOS D). The improvements for the remaining two locations, Brookhurst Street at Adams Avenue and Beach Boulevard at Bolsa Avenue, would mitigate the project impact at these locations but not achieve an acceptable LOS. Even with implementation of mitigation measures BECSP MM4.13-3 through BECSP MM4.13-9 and BECSP MM4.13-~~14~~12, the Brookhurst Street at Adams Avenue intersection would remain at LOS E in the AM peak hour and the Beach Boulevard at Bolsa Avenue intersection would remain at LOS F in the PM peak hour. At both of these intersections, with the incorporation of mitigation measures, the impact to the intersection would be mitigated to a less than significant level, even though the LOS would not be considered acceptable. However, while these intersections are located within the cumulative study area of the BECSP, they are outside City jurisdiction to ensure mitigation completion. Therefore, the impact remains ***significant and unavoidable***.

Page 4.13-21, Section 4.13.5

Austin-Foust Associates, Inc. *City of Huntington Beach, Beach Boulevard and Edinger Avenue Corridors Specific Plan Traffic Study*, August 2009.

———. *City of Huntington Beach, Beach-Edinger Corridors Specific Plan Area Traffic Analysis for Beach Warner Project*, ~~December 8, 2010~~September 27, 2011.

Page 4.14-5, first full paragraph *[editorial-only change]*

Within the City, groundwater for potable use is produced from ten operating wells that vary in depth from 250 feet to 1,020 feet, with production ranging from 450 gallons per minute (gpm) to 4,000 gpm. Total capacity of the ten wells is 30,000 gpm.[80]

Page 4.14-20, first partial paragraph *[editorial-only change]*

Huntington Beach. Build-out of the BECSP would generate an increased demand for water of approximately 1,370 afy, of which 77.5 afy would be contributed by the proposed project, as shown in Table 4.14-8~~-e~~. As shown in Table 4.14-12 (Supply and Demand Comparison with Base Year Supplies and 2009 Demand with Annual Growth [afy]), if the City continues to maintain demand under this scenario and supplies return to Base Year conditions, then supplies would exceed demand in all years beginning in 2010 and extending over the next 20 years. Water demand trends within the City have been decreasing (Table 4.14-7 [Historical Demand [(1999–2009)]]) and are expected to decrease further as citywide conservation measures take hold and per capita water use continues to decrease through water conservation technology improvements, education, and public awareness. …

Page 4.14-25, Table 4.14-15 source

Table 4.14-15 Estimated Sewer Flows for the Proposed Project

Land use	*Quantity*	*Duty Factor*	*Estimated Flow*
Residential	279 du	250 gpd/du	69,750 gpd
Retail	29,600 sf	0.2 gpd/sf	5,920 gpd
Restaurant	6,000 sf	1.5 gpd/sf	9,000 gpd
Total	**—**	**—**	***84,670 gpd (0.08 mgd) (0.26 afy)***
Total Peak Hourly Discharge[a]		***1.78(Q_{ave})^0.92***	***0.17 mgd***

SOURCE: City of Huntington Beach, Section 4.14 (Utilities and Services System), Beach and Edinger Corridors Specific Plan Program EIR (2009); PBS&J. *Beach and Edinger Corridors Specific Plan Sewer Analysis Report*, August 2009.

DU = dwelling unit; gpd = gallons per day; MGD = million gallons per day; Q = discharge; ave = average

a. City of Huntington Beach, *Beach and Edinger Corridors Specific Plan Sewer Analysis Report*, Peak Flow equation.

Page 4.14-26, Impact 4.14-4 *[editorial-only change]*

Impact 4.14-4 **Implementation of the proposed project would require new sewer connections, and could require or result in the construction of new or expanded wastewater conveyance systems. With implementation of code requirements BECSP CR4.14-3 ~~and ,~~ BECSP CR4.14-4, ~~as well as project code requirement~~and Project CR4.14-5, this impact would be reduced to a *less than significant* level~~s~~.**

Page 4.14-28, third and fifth paragraphs *[editorial-only change]*

Because the proposed project would require or result in the construction of new or expanded wastewater conveyance infrastructure, ~~Project~~ code requirement Project CR4.14-5 requires the developer to pay full mitigation fees of all impacts of the proposed project on utilities, including wastewater. These fees are designed to represent the fair share of the new development toward the cost of planned (future) utilities. The following ~~Project~~ code requirement Project CR4.14-5 shall be implemented, as required by statute, ordinance, or code:

Project CR4.14-5 The project developer(s) shall pay all applicable impact fees for wastewater and other utilities as established by the City of Huntington Beach.

Construction of the wastewater collection systems would adhere to existing laws and regulations, and the infrastructure would be sized appropriately for the proposed project. Individual water and wastewater connections would occur as part of the proposed project site. In addition, code requirements BECSP CR4.14-3 ~~and~~, BECSP CR4.14-4, and ~~p~~Project ~~code requirement~~ CR4.14-5 would ensure that proper sewer connections are provided for at the proposed project site. Therefore, this impact is considered ***less than significant***.

Pages 4.14-29 to 4.14-30, last paragraph *[editorial-only change]*

Cumulative impacts from future growth within the City regarding sewer line capacity (sewage treatment capacity is addressed above) is mitigated on a project-by-project basis (existing sewer lines adequate for existing development). … Implementation of code requirements BECSP CR4.14-3 ~~and~~, BECSP CR4.14-4, and Project ~~code requirement~~ CR4.14-5 would ensure that capacity constraints at the time of development are accurately identified and sewer connections are provided for at the proposed project site. The proposed project and future proposed in the surrounding area would not make a cumulatively considerable contribution to the overall impact. Future projects would be required to pay fees and develop construction schedules that would reduce the overall impacts to current and future residents in the area. The cumulative impact of the proposed project would be ***less than significant***.

Page 4.15-1, first paragraph

This section evaluates the potential for significant impacts on Climate Change due to the proposed project. ~~Consistent with the discussion in Section 4.0 (Introduction to the Analysis), based on a preliminary environmental analysis of the proposed project prepared prior to commencement of this EIR and analysis completed for the Program EIR, substantial additional analysis of climate change~~

~~impacts is not required. Rather, t~~This section includes a discussion of the current environmental setting, the proposed project and its~~²~~ relationship to the BECSP, where applicable; a discussion of consistency with the environmental analysis prepared for the BECSP, where applicable; any new information or analysis pertinent to the current analysis and identification of impacts; identification of mitigation measures required to address potential impacts of the proposed project; and significance conclusions regarding the proposed project after mitigation incorporation. Mitigation measures included applicable measures from the BECSP EIR as well as any new or additional mitigation measures required to reduce potential impacts. ~~All impacts are considered to be less than significant with incorporation of mitigation.~~

Data used to prepare this section were obtained from the BECSP EIR and the City of Huntington Beach General Plan, Beach-Edinger Corridors Specific Plan Area Traffic Analysis for Beach-Warner Project dated August 25, 2011 (Appendix D), and the Beach Boulevard and Edinger Avenue Corridors Specific Plan Traffic Study dated August 2009. Full bibliographic entries for all reference materials are provided in Section 4.15.5 (References) at the end of this section.

Pages 4.15-2 to 4.15-3, Section 4.15.3 (Project Impacts and Mitigation)

~~The CEQA Guidelines do not provide numeric or qualitative thresholds of significance for GHG emissions. The Draft CEQA Guideline Amendments, released in April 2009 and made effective in March 2010, state that each local lead agency must develop its own significance criteria based on local conditions, data, and guidance from public agencies and other sources. The City has determined, based on full consideration of the available information, that, for the purposes of this analysis, the following thresholds will be considered to analyze the effects of a project on the production of GHGs and contribution to global climate change:~~

Analytic Method

The impact analysis for the proposed project is based on a GHG emissions analysis, which is presented under Impact 4.15-1, below. GHG emissions associated with the development and operation of the proposed project were estimated using the CalEEMod Version 2011.1 software, trip generation data from the project traffic analysis, emissions factors from the California Climate Action Registry, and other sources. The methodology and assumptions used in this analysis are detailed below for construction and operation activities. Refer to Appendix A for model output and detailed calculations.

Because the impact each GHG has on climate change varies, a common metric of carbon dioxide equivalents (CO_2e) is used to report a combined impact from all GHGs. The effect each GHG has on climate change is measured as a combination of the volume of its emissions and its global warming potential, and is expressed as a function of how much warming would be caused by the same mass of CO_2. Thus, GHG emissions in this analysis are measured in terms of metric tons of carbon dioxide equivalents (MT CO_2e).

Construction

Construction activities can alter the carbon cycle in many different ways. Construction equipment typically utilizes fossil fuels, which generates GHGs such as carbon dioxide, methane, and nitrous oxide. Methane may also be emitted during the fueling of heavy equipment. The raw materials used to construct

new buildings can sequester carbon; however, demolition of structures can result in the gradual release of the carbon stored in waste building materials as those materials decompose in landfills. Since the exact nature of the origin or make-up of the construction materials is unknown, construction related emissions are typically based on the operation of vehicles and equipment during construction.

Construction is a temporary source of emissions necessary to facilitate development of the proposed project. Although these emissions are temporary, they must be accounted for, as the impact from the emissions of GHGs is cumulative. Based on current South Coast Air Quality Management District (SCAQMD) methodology, GHGs emitted during construction are amortized over an estimated 30-year project lifetime.

Operation

The following activities are typically associated with the operation of residential, retail, and commercial land uses that will contribute to the generation of GHG emissions:

- **Vehicular trips**—Vehicle trips generated by the proposed project would result in GHG emissions through the combustion of fossil fuels. Carbon dioxide emissions were determined based on the trip generation provided in the traffic analysis. Methane and nitrous oxide emissions were estimated using the total vehicle miles traveled as determined by CalEEMod and EPA emission factors for on-road vehicles.
- **On-site use of natural gas and other fuels**—Natural gas would be used by the proposed project for heating of residential, commercial, and retail space, resulting in a direct release of GHGs. The use of landscaping equipment would also result in on-site GHG emissions. Estimated emissions from the combustion of natural gas, fossil fuels, and other fuels are based on the number of dwelling units and square footage of non-residential land uses as presented in the CalEEMod modeling output.

  GHG emissions associated with building envelope energy use varies based on the size of structures, the type and extent of energy-efficiency measures incorporated into structural designs, and the type and size of equipment installed. Complete building envelope details could not be incorporated into the project inventory. As such, information was not available at the time of the analysis. Therefore, it was assumed that the building envelopes would comply with the current minimal standards for all business-as-usual (BAU) analysis and for new development of the proposed project.
- **Electricity use**—Electricity is generated by a combination of methods, which include combustion of fossil fuels. By using electricity, the proposed project would contribute to indirect emissions associated with electricity production. Estimated emissions generated from the consumption of electricity is based on the number of dwelling units and square footage of non-residential building use proposed, and was calculated using an emission factor specific to Southern California Edison, the electricity provider for Huntington Beach.
- **Water use and wastewater generation**—California's water conveyance system is energy-intensive, with electricity used to pump and treat water generating GHG emissions. The wastewater treatment process also results in fugitive GHG emissions. The proposed project would contribute to indirect emissions through the consumption of water and generation of wastewater. Estimated emissions generated from the consumption of water and the generation of wastewater is based on the number of dwelling units and square footage of non-residential land uses proposed.

- **Solid waste**—Disposal of organic waste in landfills can lead to the generation of methane, a potent GHG. By generating solid wastes, the proposed project would contribute to the emission of fugitive methane from landfills, as well as CO_2, CH_4, and N_2O from the operation of trash collection vehicles. Estimated emissions from the generation of solid waste are based on the number of dwelling units and square footage of non-residential land uses proposed.

Thresholds of Significance

The following thresholds of significance are based on Appendix G of the 2011 CEQA Guidelines. For purposes of this EIR, implementation of the proposed project may have a significant adverse impact on greenhouse gas emissions if it would do any of the following:

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment
- Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.

Construction of the proposed project would result in air pollution emissions, including GHG emissions, as a result of the operation of heavy pieces of construction equipment, worker commute trips to and from the project site, as well as building supply vendor vehicles. As such, construction of the proposed project would result in GHG emissions. However, implementation of mitigation measures BECSP MM4.15-1 through BECSP MM4.15-6 that are consistent with GHG reduction strategies recommended by the California Climate Action Team (CCAT), California Air Pollution Control Officers Association (CAPCOA), and the California Attorney General (AG), would reduce impacts associated with GHG emissions to a less than significant level.

Conflict with Any Applicable Plan, Policy, or Regulation of an Agency Adopted for the Purpose of Reducing the Emissions of Greenhouse Gases

Implementation of the proposed project would generate GHG emissions through the operation of new residential, retail and restaurant uses. Operational GHG emissions from proposed development include direct sources such as motor vehicles, natural gas consumption, solid waste handling/treatment, and indirect sources such as electricity generation. However, implementation of mitigation measures BECSP MM4.15-7 through BECSP MM4.15-9 that are consistent with the strategies recommended by the CCAT, CAPCOA, and the California Attorney General, compliance with Title 24 requirements, and incorporation of the BECSP Sustainability Requirements (BECSP Section 2.8.2-3) would reduce impacts associated with GHG emissions during project operation.

OPR released draft CEQA guideline amendments for GHG emissions to the Natural Resources Agency (NRA) on April 14, 2009. On December 31, 2009, consistent with the governing statutory deadline, the NRA certified and adopted the CEQA guideline amendments required by SB 97. The amendments encourage public agencies to make use of programmatic mitigation plans and programs from which to tier when they perform individual project analyses.

According to CEQA Guidelines Section 15152, an individual project may tier its analysis from program level or "first-tier" documents. Specific to climate change, CEQA Guidelines Section 15183.5 describes the ability of an individual project to tier the analysis of greenhouse gas (GHG) emissions from a plan for the reduction of GHG emissions. The tiering process entails agency adoption of programs, plans, policies, or ordinances from a program level EIR which focuses on the 'big picture' and then using the information to streamline the CEQA review process for individual projects that are consistent with the goals of the program level EIR.

The California Air Resources Board (ARB) adopted the Climate Change Scoping Plan to address GHG emissions within the state by providing programs and measures to reduce CO_2e emissions by 169 MMT, bringing the state's GHG emissions down to 1990 levels by year 2020. The California ARB equates the return to 1990 emissions as a 15 percent reduction from today's levels or a 30 percent reduction from 2020 levels following a business as usual (BAU) scenario. Note that the Scoping Plan was based on the state's emissions in 2004, so "today's levels" referred to in the Scoping Plan represents 2004 emissions. In the Scoping Plan, the California ARB makes the following recommendation for local governments:

> Local Government Targets: In recognition of the critical role local governments will play in the successful implementation of AB 32, ARB added a section describing this role. In addition, ARB recommended a greenhouse gas reduction goal for local governments of 15 percent below today's levels by 2020 to ensure that their municipal and community-wide emissions match the State's reduction target.

Based on full consideration of the available information, for this analysis it is assumed that individual projects that meet the following criteria will be determined to have a less than significant impact with respect to the emission of greenhouse gases:

- The individual project limits operational emissions of greenhouse gases to 4.80 metric tons CO_2e/SP annually or less, pursuant to SCAQMD's draft GHG emissions threshold for project-level analysis.
- The individual project complies with the plans and policies of the AB 32 Scoping Plan adopted by California ARB for the purpose of reducing the emissions of greenhouse gases.

Effects Not Found to Be Significant

No effects have been identified that would not have an impact with respect to GHG emissions and climate change.

Impacts and Mitigation Measures

Threshold	Would the proposed project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Impact 4.15-1 Implementation of the proposed project would generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. This is considered a potentially significant impact; however, implementation of mitigation would reduce this impact to a *less than significant* level.

Development of the proposed project would generate GHGs through the construction and operation of new residential and commercial uses. GHGs from the proposed project would arise from sources associated with project operation, including direct sources such as motor vehicles and natural gas consumption, and indirect sources such as solid waste handling and treatment and electricity generation.

Following the SCAQMD recommendations, construction emissions would be amortized over an anticipated 30-year structure lifetime and added to the operational emissions to provide an average annual emissions estimate. Table 4.15-1 (Proposed Project Components Estimated Annual Emissions) shows the estimated GHG emissions for the construction and operation of the proposed project with the incorporation of all state policies and mitigation measures listed below. Detailed assumptions and emission calculations are included in Appendix A.

The proposed project would have an estimated 745 residents and 110 employees, resulting in a service population of 855 persons.[117a] The 745 residents were estimated using the City's average household size of 2.67[117b] multiplied by the 279 residential units proposed under the project. The total employment was estimated using the square footage of restaurant and retail space (35,600 sf), divided by the average square foot per employee estimate for retail uses in Orange County.[117c]

Table 4.15-1 Proposed Project Components Estimated Annual Emissions

Emission Source	***Metric Tons CO_2e***
Amortized Construction[a]	110
Area Source[b]	7.08
Energy	720.35
Mobile	2,974.60
Solid Waste	51.64
Water Use	123.89
Total	***3,877.56***
Service Population (SP)	855
Operational MT CO_2e/SP	4.54
SCAQMD Draft Threshold MT CO_2e/SP	4.80
Significant?	No

SOURCE: CalEEMod 2011.1 was used to determine all emissions. CalEEMod output is included in Appendix A. Service Population is the sum of employees and residents of the proposed project.

a. Total construction emissions are 3,313.00 metric tons CO_2e.

b. Because the proposed project will not have fireplaces, Area Source emissions include only emissions from landscaping equipment.

The implementation of state mandated and SCAQMD regulations, as well as mitigation measures BECSP MM4.15-1 through BECSP MM4.15-9 would result in the reduction of GHG emissions. The following state and SCAQMD reduction measures were included in the calculation of emission reductions:

State Reduction Measures

Transportation

- **Assembly Bill 1493:** *Pavley I & Pavley II: Assembly Bill (AB) 1493 (Pavley) required the ARB to adopt regulations that will reduce GHG from automobiles and light-duty trucks by 30 percent below 2002 levels by the year 2016, effective with 2009 models.*
- **Executive Order S-1-07 (Low Carbon Fuel Standard):** *The Low Carbon Fuel Standard (LCFS) requires a reduction of at least 10 percent in the carbon intensity of California's transportation fuels by 2020.*
- **Tire Pressure Program:** *The AB 32 early action measure involves actions to ensure that vehicle tire pressure is maintained to manufacturer specifications.*
- **Low-Rolling-Resistance Tires:** *This created an energy efficiency standard for automobile tires to reduce rolling resistance.*
- **Low-Friction Engine Oils:** *This AB 32 early action measure would increase vehicle efficiency by mandating the use of engine oils that meet certain low friction specifications.*
- **Cool Paints and Reflective Glazing:** *This AB 32 early action measure is based on measures to reduce the solar heat gain in a vehicle parked in the sun.*
- **Goods Movement Efficiency Measure:** *This AB 32 early action measure targets systemwide efficiency improvements in goods movement to achieve GHG reductions from reduced diesel combustion.*
- **Heavy-Duty Vehicle Emission Reduction:** *This AB 32 early action measure would increase heavy-duty vehicle (long-haul trucks) efficiency by requiring installation of best available technology and/or ARB approved technology to reduce aerodynamic drag and rolling resistance.*
- **Medium and Heavy Duty Vehicle Hybridization:** *The implementation approach for this AB 32 measure is to adopt a regulation and/or incentive program that reduce the GHG emissions of new trucks (parcel delivery trucks and vans, utility trucks, garbage trucks, transit buses, and other vocational work trucks) sold in California by replacing them with hybrids.*

Energy

- **AB 1109 Energy Efficiency Requirements for lighting:** *Assembly Bill (AB 1109) mandated that the California Energy Commission (CEC) adopt energy efficiency standards for general purpose lighting. These regulations, combined with other state efforts, shall be structured to reduce statewide electricity and natural gas consumption.*
- **Electrical Energy Efficiencies:** *This measure captures the emission reductions associated with electricity energy efficiency activities included in ARB's AB 32 Scoping Plan that are not attributed to other R1 or R2 reductions as described in this report. This measure includes energy efficiency measures that ARB views as crucial to meeting the statewide 2020 target, and will result in additional emissions reductions beyond those already accounted for in California's Energy Efficiency Standards for Residential and Non-Residential Buildings (Title 24, Part 6 of the California Code of Regulations; hereinafter referred to as, "Title 24 Energy Efficiency Standards"), etc.*
- **Natural Gas Energy Efficiencies:** *This measure captures the emission reductions associated with natural gas energy efficiency activities included in ARB's AB 32 Scoping Plan that are not attributed to other R1 or R2 reductions, as described in this report. This measure includes energy efficiency measures that ARB views as crucial to meeting the state-wide 2020 target, and will result in additional emissions reductions beyond those already accounted for in California's Energy Efficiency Standards for Residential and Non-Residential Buildings (Title 24, Part 6 of the California Code of Regulations; hereinafter referred to as, "Title 24 Energy Efficiency Standards"), etc.*

Water

- ***California Green Building Code:*** *Reduction of indoor water consumption beyond business-as-usual by 20 percent is mandatory for residential and non-residential development.*

Solid Waste

- *California Integrated Waste Management Board requires 50 percent diversion rate for all local jurisdictions.*

SCAQMD Reduction Measure

- ***SCAQMD Rule 445*** *states that no permanent wood burning devices can be installed in new development and only clean burning devices can be sold for use existing residences.*

Development of the project site was previously contemplated and evaluated as part of the BECSP EIR, and impacts with respect to climate change for the entire BECSP were determined to be less than significant with incorporation of mitigation measures BECSP MM4.15-1 through BECSP MM4.15-9. ~~Therefore, development located within the boundaries of and consistent with the land use program of the BECSP, such as the proposed project, would be considered to have a less than significant impact with respect to climate change. As such, mitigation measures BECSP MM4.15-1 through BECSP MM4.15-9 would be implemented as part of the proposed project, and impacts would be less than significant based on the analysis performed in the BECSP EIR. While the proposed project includes approximately seven units more than was contemplated for the sites in the IS for the BECSP, because the proposed project is consistent with the land use program of and the environmental analysis prepared for the BECSP and does not exceed the number of unites approved in the MAND (including all project applications under the BECSP). As the analysis is considered sufficient to address the proposed project~~ However, the GHG analysis included in the BECSP Program EIR was completed prior to the development of the CEQA Guidelines to address GHG emissions. Therefore, now that guidance has been released by the appropriate agencies, additional technical analysis is warranted to address the CEQA Guidelines described above. As shown in Table 4.15-1, the proposed project would result in approximately 4.54 CO_2e/SP, below the SCAQMD's draft threshold of 4.80 CO_2e/SP. Therefore, the proposed project would result in a less than significant impact, similar to the impact findings of the DEIR.

~~As potentially significant impacts related to climate change have been mitigated through implementation of mitigation measures BECSP MM4.15-1 through BECSP MM4.15-9 and all impacts were determined to be less than significant in this or the BECSP EIR analysis (with which the proposed project is consistent), no further discussion of climate change is required in this EIR.~~

Mitigation measures BECSP MM4.15-1 through BECSP MM4.15-9 are consistent with the strategies recommended by the California Climate Action Team (CCAT), California Air Pollution Controls Officers Association (CAPCOA), and the California Attorney General (AG), complies with Title 24 requirements, and incorporates the BECSP Sustainability Requirements provided BECSP Section 2.8.2-3. Implementation of these mitigation measures would reduce impacts associated with GHG emissions during project operation. The construction-related sources of GHG emissions overlap with the sources of criteria air pollutants analyzed in the Section 4.2 (Air Quality). As such, air quality mitigation measures BECSP MM4.2-1 through BECSP MM4.2-14, Project MM4.2-15, and Project MM4.2-16 would further reduce GHG emissions during construction.

[117a] Table 4.15-1 presents the annual GHG emission from the proposed project components only. Table 4.15-2 below presents the combined emissions from the project components and the retained land uses for a comparison of existing project site emissions compared to project conditions.
[117b] California Department of Finance, E-5 Population and Housing Estimates for Cities, Counties and the State, 2001–2010, with 2000 Benchmark (Sacramento, California, May 2010). Total household population (202,692)/Occupied Housing Units (75,992) = 2.667
[117c] This assumes one employee per 325 square feet. Southern California Association of Governments, Employment Density Study (October 31, 2001).

Page 4.15-4, Section 4.15.4 (Cumulative Impacts)

~~4.15.4 Cumulative Impacts~~

Existing Plus Project Analysis

~~Project-related impacts for environmental issue areas that did not require substantial additional~~ The Existing Plus Project analysis ~~from what was provided in~~ compares the ~~BECSP EIR are~~ project's incremental contribution to existing emissions. The project site is currently developed with a 196,000 sf, fifteen-story office tower, a 42,343 sf fitness center, 26,730 sf Movie Theater, 13,414 sf of retail uses, 24,200 sf of single-story office uses and 18,322 sf of restaurant uses. Table 4.15-2 (Existing Plus Project Annual Operational Emissions) presents the existing site's operational emissions, emissions from the proposed project with the retained land uses, and the increase in emissions resulting from operation of the proposed project with the project components and the retained land uses. The project's annual emissions are estimated to be 1,877.02 metric tons CO_2e above the annual emissions from the existing project site. The greatest emissions increase is associated with mobile sources and energy use, while the project would provide fewer emissions attributable to solid waste.

Table 4.15-2 Existing Plus Project Annual Operational Emissions

Emission Sources	*Existing Project Site MT CO_2e*	*Proposed Project Site MT CO_2e*	*Increase MT CO_2e*
Amortized Construction	—	110	110
Area Source	—	7.09	7.09
Energy	1,922.88	2,099.02	176.14
Mobile	7,474.93	9,136.39	1,661.46
Solid Waste	377.84	261.03	(116.81)
Water Use	365.21	404.35	39.14
Total	***10,140.86***	***12,017.88***	***1,877.02***

SOURCE: CalEEMod 2011.1 was used to determine all emissions. CalEEMod output is included in Appendix A.

The emission of greenhouse gases is considered ~~to be~~ a potentially significant impact. However, implementation of mitigation measures BESCP MM4.2-1 through MM4.2-14, Project MM4.2-15, Project MM4.2-16, and BESCP MM4.15-1 through MM4.15-9 would reduce this impact to a ***less than significant*** ~~with mitigation. In addition,~~ level for the proposed project.

Threshold	Would the proposed project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Impact 4.15-2 Implementation of the proposed project would potentially conflict with the goals and policies of the AB 32 Scoping Plan. This is considered a potentially significant impact; however, implementation of mitigation would reduce this impact to a *less than significant* level.

AB 32, The Global Warming Solutions Act of 2006, establishes California's target to reduce emissions back to 1990 levels by the year 2020. In the AB 32 Scoping Plan, California ARB describes this reduction as being equivalent to a 30 percent reduction from BAU emissions in 2020, or about 15 percent from 2004 levels, as described above. The proposed project's mixed-use design, which places housing, jobs, and local-serving retail within close proximity of each other, would result in a reduction in the number of trips and length of trips for residents of the proposed project. These trip reductions translate into emissions savings from the BAU scenario. Additionally, compliance with statewide waste reduction targets and CALGreen water reduction standards would further reduce the proposed project's emissions. Accordingly, incorporation of reduction measures provided under Impact 4.15-1, and implementation of mitigation measures BECSP MM4.2-1 through MM4.2-14, Project MM4.2-15, Project MM4.2-16, and BECSP MM4.15-1 through MM4.15-9 would reduce emissions by 557.41 from BAU. Table 4.15-3 (Proposed Project Components BAU Annual Operational Emissions Comparison) summarizes these emissions. The SCAQMD is in the process of establishing thresholds that when implemented will fulfill the requirements of AB 32 and will reduce overall GHG emissions within the air district. As shown in Table 4.15-1, the proposed project would result in approximately 4.54 CO_2e/SP, below the SCAQMD's draft threshold of 4.80 CO_2e/SP. Because the project emissions fall within the proposed SCAQMD threshold and these draft thresholds were designed to show compliance with the goals and reduction targets established in AB 32, the proposed project would not ~~result in impacts different from or greater than previously analyzed in the BECSP EIR. Therefore, additional cumulative impact analysis is not required for these issue areas, including Climate Change~~conflict with any GHG reduction plans or policies and the impact would be ***less than significant***.

Table 4.15-3 Proposed Project Components BAU Annual Operational Emissions Comparison

Emission Sources	*BAU MT CO_2e*	*Project MT CO_2e*	*Total Decrease*
Amortized Construction	110	110	=
Area Source	7.08	7.08	=
Energy	720.35	720.35	=
Mobile	3,459.77	2,974.60	***485.17***
Solid Waste	103.28	51.64	***51.64***
Water Use	144.49	123.89	***20.6***
Total	***4,544.97***	***3,987.56***	***557.41***

SOURCE: CalEEMod 2011.1 was used to determine all emissions. CalEEMod output is included in Appendix A.

4.15.~~5~~4 References

Austin-Foust Associates, Inc. *Beach-Edinger Corridor Specific Plan Area: Traffic Analysis for Beach-Warner Project*, September 27, 2011.

California Air Resources Board. *Climate Change Scoping Plan, a Framework for Change*, December 2008.

California Emissions Estimator Model (CalEEMod). Version 2011.1, February 2011.

Huntington Beach, City of. *Beach and Edinger Corridors Specific Plan Environmental Impact Report*, August 2009.

———. *City of Huntington Beach General Plan*, May 13, 1996.

IPCC, 2007: Climate Change 2007: Impacts, Adaptation, and Vulnerability. Contribution of Working Group II to the Third Assessment Report of the Intergovernmental Panel on Climate Change [Parry, Martin L., Canziani, Osvaldo F., Palutikof, Jean P., van der Linden, Paul J., and Hanson, Clair E. (eds.)]. Cambridge University Press, Cambridge, United Kingdom.

Page 5-1, first bulleted items

- **Air Quality**
  - > **Project Specific and Cumulative**—Construction of the proposed project would generate emissions that exceed the SCAQMD emission thresholds for ~~PM_{10} and $PM_{2.5}$~~ VOCs.
  - > **Project Specific and Cumulative**—Construction of the proposed project would expose sensitive receptors to substantial pollutant concentrations of PM_{10} and $PM_{2.5}$.

Page 6-5, Table 6-1

Table 6-1 Summary of Alternative 2

Use	*Reduced Beach Mixed-Use Building*	*Warner Mixed-Use Building*	*Corner Retail Buildings*	*Total Alternative 2 Build-Out*	*Existing Development to Remain on Site with Alternative 2*
Residential	60 du	77 du	NA	***137 du***	0
Retail	3,600 sf	3,000 sf	11,000 sf	***17,600***	13,414 sf
Offices	N/A	N/A	N/A	***NA***	211,000 sf
Restaurants	0	1,000 sf	0	***1,000 sf***	18,322 sf
Common Area	N/A	1,600 sf	0	***1,600 sf***	N/A
Public Open Space	0	6,000 sf	44,000 sf	***50,000 sf***	N/A
Private Open Space	N/A	4,800 sf	0	***15,800 sf***	N/A
Parking Spaces	91	55*	99**	***245***	863~~+2~~

SOURCE: Studio One Eleven at Perkowitz and Ruth Architects. Warner and Beach Boulevard Program Summary. June 2010.
du = dwelling unit
* Parking structure
** Surface parking

Page 6-5, first partial paragraph

through 5 accessible via an internal corridor. A shared courtyard space would be provided on level 3. Parking would be provided in an internal three-level (one level below grade, one at grade, and one above grade) ~~81~~91-stall parking garage accessed from Cypress Avenue.

Page 6-8, third paragraph

Residential uses in the reduced Beach Mixed-Use building would be reduced from 202 residential units under the proposed project to 60 dwelling units. Of the 60 residential units, 7 (would be) two-story town houses oriented towards Cypress Avenue and Elm Street with direct access from the street. Additionally, 2 one-bedroom flats would be located at ground level fronting Cypress Avenue, and 39 one-bedroom and 12 two-bedroom units located on levels 3 through 5 accessible via an internal corridor. A shared courtyard space would be provided on level 3. Parking would be provided in an internal three-level (one level below grade, one level at grade, and one level above grade) ~~81~~91-stall parking garage accessed from Cypress Avenue.

Pages 6-15 to 6-16, last two paragraphs *[editorial-only change]*

Localized concentrations were estimated and assume implementation of mitigation measures BECSP MM4.2-1 through BECSP MM4.2-11, as well as ~~project~~ mitigation measures Project MM4.2-15 and Project MM4.2-16. It should be noted that due to the reduced project footprint, construction activities would take place in an area of less than five acres; therefore, consistent with SCAQMD LST recommendations, the LST Screening Tables were determined appropriate for determining if the LST threshold would be exceeded. As shown in Table 6-4 (Alternative 2 Total Construction Emissions and Localized Significance Thresholds), emissions would not exceed SCAQMD thresholds during Alternative 2 construction at any of the identified sensitive receptors for CO and NO_2.

However, PM_{10} and $PM_{2.5}$ exceed the SCAQMD thresholds at all sensitive receptors. This impact would be significant for PM_{10} and $PM_{2.5}$ during the mass grading phase of the project. With the implementation of mitigation measures BECSP MM4.2-1 through BECSP MM4.2-11, and ~~project~~ mitigation measures Project MM4.2-15 and Project MM4.2-16, the emissions of PM_{10} and $PM_{2.5}$ will be reduced during construction. However, even with the inclusion of these mitigation measures, emissions of PM_{10} and $PM_{2.5}$ are anticipated to remain above the SCAQMD LST thresholds. Therefore, even with mitigation, impacts to localized sensitive receptors will remain ***significant and unavoidable*** during construction, similar to the proposed project.

Page 6-23, Table 6-5

Table 6-5 Alternative 2 Trip Generation Comparison

		Peak Hour						
		AM			PM			
Project Description	Amount	In	Out	Total	In	Out	Total	ADT
Existing								
Commercial (Existing)	13,414	8	5	***13***	25	25	***50***	576
Restaurant	18,322	110	101	***211***	121	84	***205***	2,329

Table 6-5 Alternative 2 Trip Generation Comparison

Project Description	Amount	Peak Hour						ADT
		AM			PM			
		In	Out	Total	In	Out	Total	
Office Tower	196,000	267	37	***304***	49	243	***292***	2,158
Single-Story Office	24,200	29	6	***35***	7	24	***31***	309
Health/Fitness Club	42,343	26	32	***58***	85	64	***149***	1,394
Movie Theater	26,730	0	0	***0***	155	10	***165***	2,087
Existing Trip Generation Total		***440***	***181***	***621***	***442***	***450***	***892***	***8,853***
Alternative 2								
Mixed-Use Residential	137 du	14	56	***70***	55	30	***85***	921
General Commercial (existing)	13,414	8	5	***13***	25	25	***50***	576
General Commercial	17,600	11	7	***18***	32	33	***65***	756
Restaurant	19,322	116	107	***223***	128	89	***217***	2,456
Office Tower (existing)	196,000	267	37	***304***	49	243	***292***	2,158
Single-Story Office (existing)	15,000	18	3	***21***	5	15	***20***	191
Health/Fitness Club (existing)	42,343	26	32	***58***	85	64	***149***	1,394
Alternative 2 Trip Generation Total		***460***	***247***	***707***	***379***	***499***	***878***	***8,452***
Net Change from Existing		20	66	***86***	-63	49	***-14***	**-401**
% Difference from Existing				***14%***			***-2%***	**-5%**

SOURCES: Austin-Foust Associates, Inc., *Beach-Edinger Corridors Specific Plan Area Traffic Analysis for Beach-Warner Project* (~~November 30, 2010~~September 27, 2011), Table 2.

ADT = average daily traffic; du = dwelling unit; sf = square feet

Page 6-24, fourth full paragraph

The amount of parking provided on the site would be designed to comply with the Parking Regulations established in BECSP Section 2.1.5 for the Neighborhood Center designation. Parking would be provided at varying ratios dependant on the land use. Parking for the proposed retail uses at the corner of Beach Boulevard and Warner Avenue, and the Warner Mixed-Use building would remain the same as the proposed project Parking for the Beach Mixed-Use building would be provided in an internal three-level (one level below grade, one at grade, and one above grade) ~~81~~91-stall parking garage accessed from Cypress Avenue. This would meet the parking requirements of the City of Huntington Beach based on approved parking ratios established in the BECSP for the project area. This impact is considered less than significant, similar to the proposed project.

Page 6-27, Table 6-7 source

Table 6-7 Wastewater Generated from Alternative 2			
Land use	***Quantity***	***Duty Factor***	***Estimated Flow***
Residential	137 du	250 gpd/du	34,250 gpd
Retail	17,600 sf	0.2 gpd/sf	3,520 gpd
Restaurant	1,000 sf	1.5 gpd/sf	1,500 gpd
Total	—	—	***39,270 gpd (0.04 mgd) (43.99 afy)***

SOURCE: City of Huntington Beach, Section 4.14 (Utilities and Services System), *Beach and Edinger Corridors Specific Plan Program EIR* (2009).

9.3 FIGURE CHANGES

The following DEIR figures have changed or are new; they are presented on the following pages:

- Figure 3-2 (Project Site and Surrounding Land Uses [Revised])
- Figure 3-3 (Proposed Project Site Plan [Revised])
- Figure 4.1-2 (Project Sections [Revised])
- Figure 4.6-1 (Natural Gas Pipeline Map [New])
- Figure 4.9-1a (2011 Noise Monitoring Locations [New])
- Figure 6-1 (Alternative 2 Site Plan [Revised])

9.4 APPENDIX CHANGES

The following appendices are revised and replace the corresponding DEIR appendices; they are included at the end of this Volume III:

- Appendix A (Air Quality Data [Revised])
- Appendix C (Noise Data [Revised])
- Appendix D (Traffic Analysis [Revised])

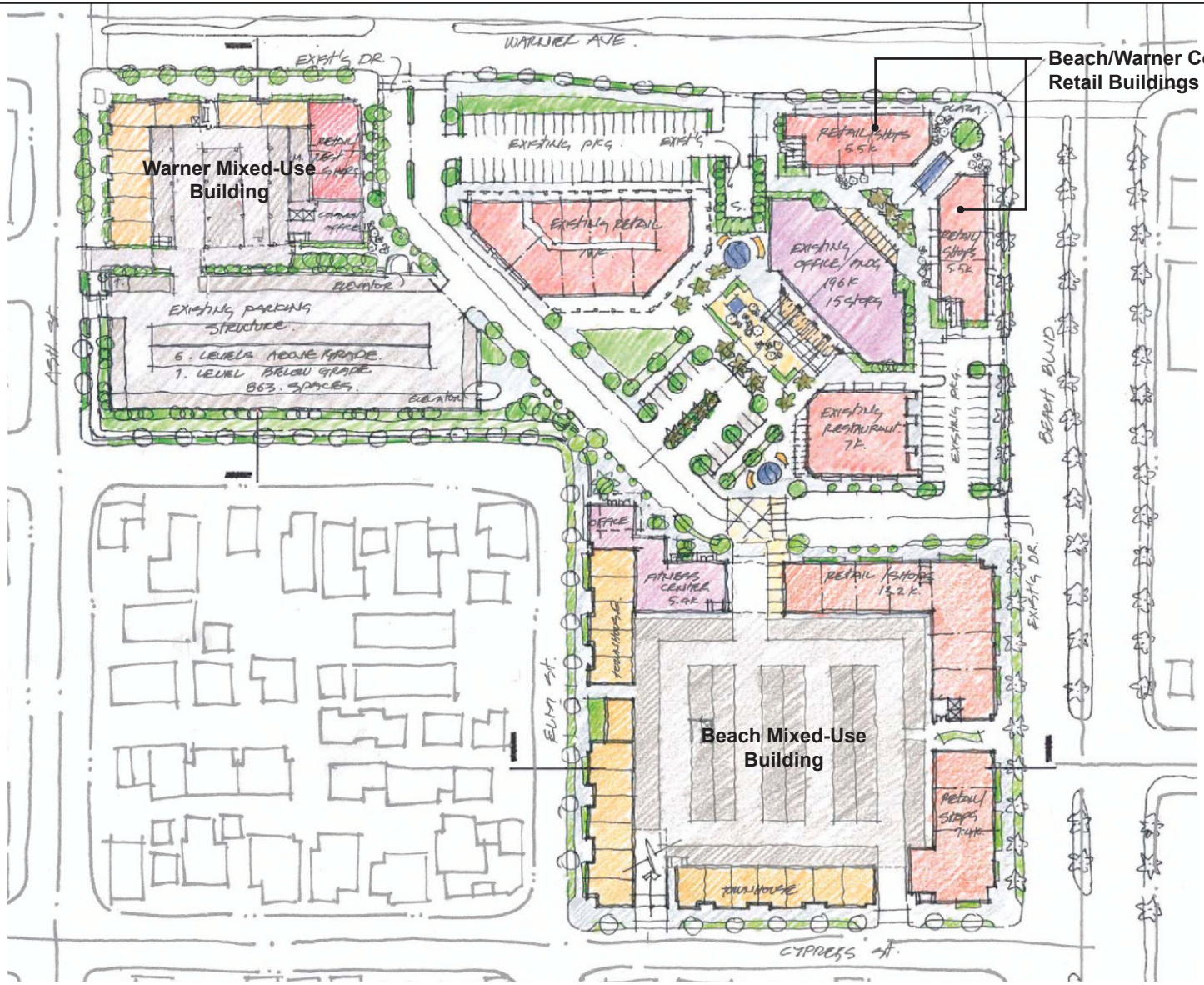
***Source*:** Google Earth Pro, basemap, 2010; Atkins, 2010.

100000407 | Beach and Warner Mixed-Use Project

Figure 3-2

Project Site and Surrounding Land Uses [Revised]

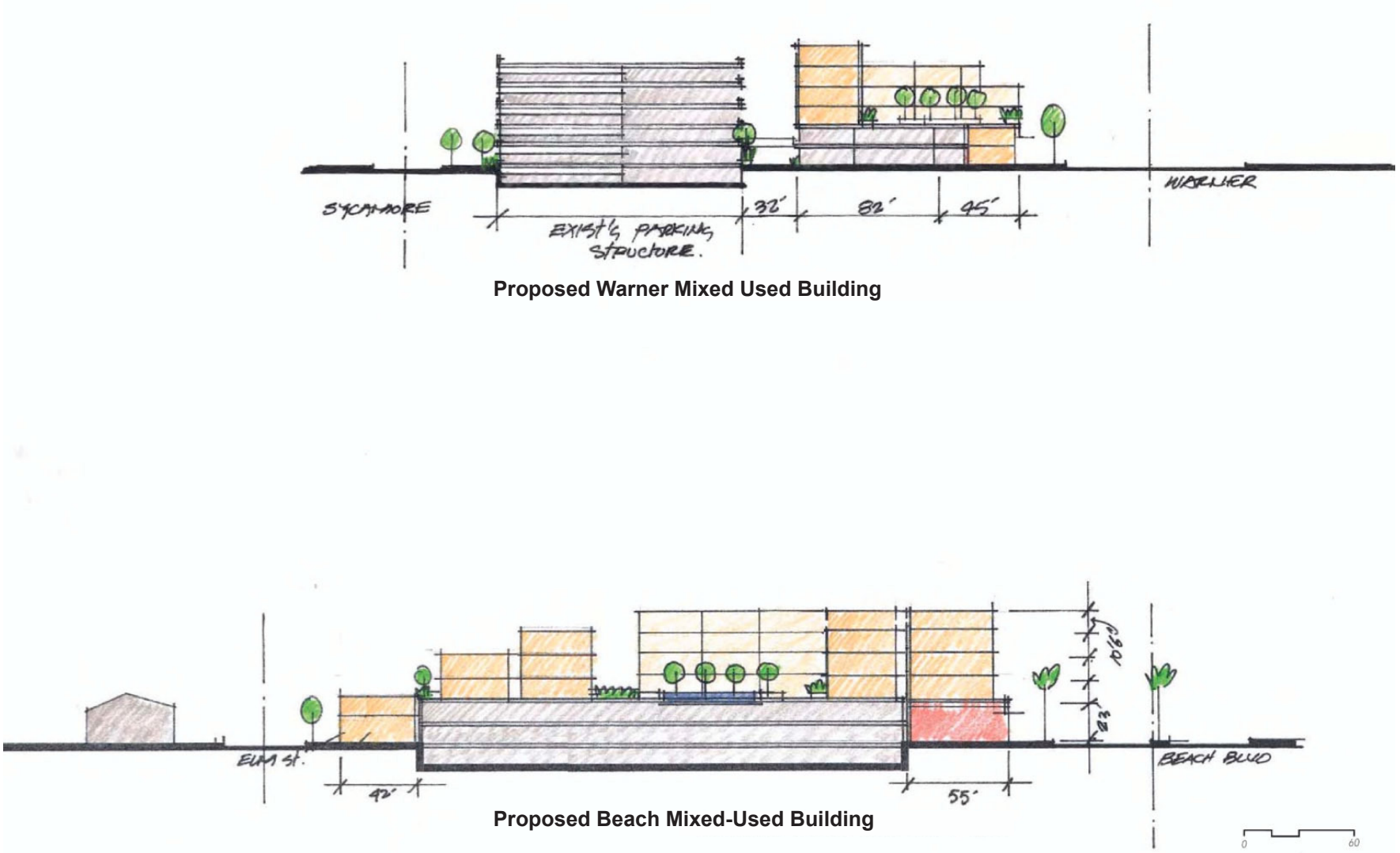
ATKINS



***Source*:** StudiOnEleven, 2010.

Figure 3-3
Proposed Project Site Plan [Revised]

ATKINS



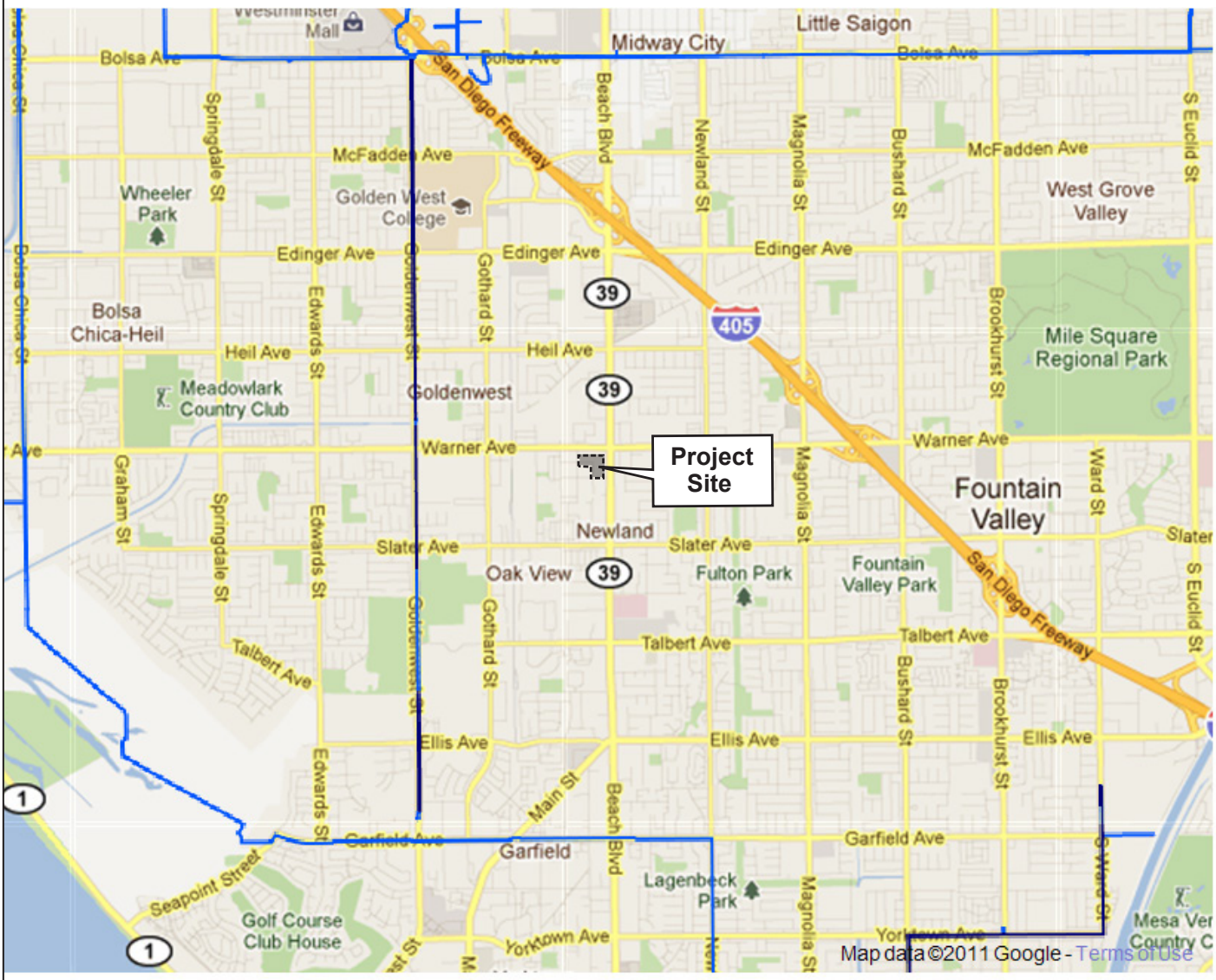
Proposed Warner Mixed Used Building

Proposed Beach Mixed-Used Building

***Source*:** StudiOnEleven, 2010.

Figure 4.1-2
Project Sections [Revised]

ATKINS



LEGEND

- Transmission Lines: Generally large diameter pipelines that operate at pressures above 200 psi and transport gas from supply points to the gas distribution system.
- High Pressure Distribution Lines: Pipelines that operate at pressures above 60 psi and deliver gas in smaller volumes to the lower pressure distribution system.

Accuracy of pipeline locations can vary +/- 500 feet.

NORTH
NOT TO SCALE

***Source*:** Goolge, basemap, 20011; http://www.socalgas.com/safety/pipeline-maps/orange.shtml.

Figure 4.6-1
Natural Gas Pipeline Map

ATKINS

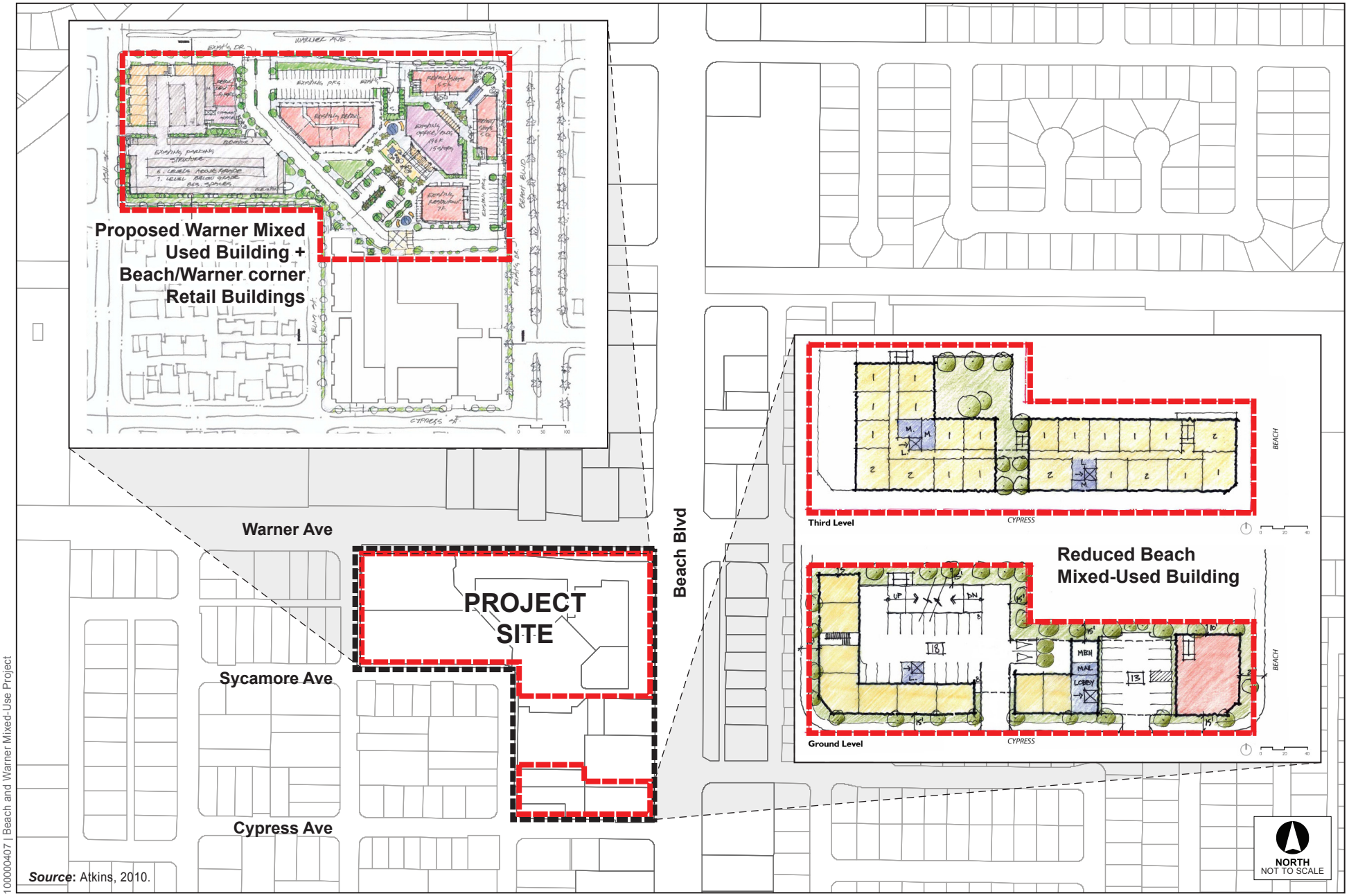
***Source*:** Google Earth Pro, basemap, 2010; Atkins, 2010.

100000407 | Beach and Warner Mixed-Use Project

Figure 4.9-1a

2011 Noise Monitoring Locations [New]

ATKINS



100000407 | Beach and Warner Mixed-Use Project

Source: Atkins, 2010.

Figure 6-1

Alternative 2 Site Plan [Revised]

ATKINS